SUBJECT: PIGGYBACK JAA RFP #16-09-24001 FOR PARKING & REVENUE CONTROL SYSTEM

BID #: PSC-0515-18 **OPEN DATE: 06/28/2018**

GENERAL GOVERNMENT AWARDS COMMITTEE

KIND AND BASIS OF CONTRACT: PIGGYBACK CONTRACT

AGENCY: OFFICE OF PUBLIC PARKING

BASIS OF AWARD: PIGGYBACK JAA RFP #16-09-24001

NUMBER OF BIDS INVITED: ( ) NUMBER RECEIVED: ( ) OTHER ( )

SUMMARY OF BIDS AND RECOMMENDED ACTIONS:
Recommend approval to piggyback the Jacksonville Aviation Authority's RFP #16-09-240018 with Johnson Controls, Inc. to provide parking and revenue control systems and preventive maintenance for the Office of Public Parking. The requested expenditure not-to-exceed $550,000.00 for FY18 and $612,592.14 for FY19, for a total contract expenditure not-to-exceed $1,162,592.14.

To be executed by formal contract through the Office of General Counsel and encumbered by account DIPP412FAC-03410.

ATTACHMENTS: Recommendation Memo, Risk Management Insurance Approval, Vendor Letter and Quote, JAA Contract

ANALYST: _____ **RESPECTFULLY SUBMITTED** _____
CHELSEY FLEMING GREGORY PEASE, CHIEF PROCUREMENT DIVISION

CONCURRENCE BY: ROBERT CARLE, PUBLIC PARKING OFFICER, OFFICE OF PUBLIC PARKING

(ALL AWARD ACTIONS SUBJECT TO LAWFULLY APPROPRIATED FUNDS)
ACTION OF GGAC COMMITTEE ON RECOMMENDATIONS ABOVE
MEMBERS APPROVING _____ MEMBERS DISAPPROVING _____ DATE: _____

_____ _____ OTHER: _____

_____ _____

_____ _____

ACTION OF AWARDING AUTHORITY DATE _____

APPROVED _____ DISAPPROVED _____

OTHER _____

SIGNATURE OF AUTHENTICATION _____

City of Jacksonville, Florida

ONE CITY. ONE JACKSONVILLE.

Lenny Curry, Mayor

Downtown Investment Authority
Office of Public Parking
Claude Yates Building
231 East Forsyth Street, Suite 424
Jacksonville, Florida 32202
(904) 630-CITY
www.coj.net

July 2, 2018

Memorandum

To: Gregory Pease, Chief, Procurement Division

From: Robert Carle, Public Parking Officer, Office of Public Parking

Through: Aundra Wallace, CEO, Downtown Investment Authority

Subject: Request to Piggyback Jacksonville Aviation Authority Contract for Parking and Revenue Control System (PARCS)

The Downtown Development Authority, Office of Public Parking requests approval to piggyback on the executed and competitively bid by public entity Jacksonville Aviation Authority, RFP NO: 16-09-24001 contract for providing a new replacement Parking and Revenue Control System (PARCS) - JAA Project Number: JAA-PARCS (32887).

The PARCS upgrade will replace obsolete parking equipment and back-office software to effectively operate publically owned garages and surface lots. Public Parking requests to execute a 2 phase equipment purchase with a one (1) year warranty which will paid in two separate increments in FY-18 & FY-19. Public Parking requests for a one (1) year contract execution to cover quarterly preventative maintenance inspections to begin after certification of project completion.

Total cost: $1,162,592.14. This is requested to be paid with the following increments:

Note: Initial Quote: $1,135,921.14
1st year quarterly Preventative Maintenance: $26,671.00

FY-18 - $550,000.00
FY-19 - $612,592.14

Funding source for the purchase of parking equipment for FY-18 and FY-19 is DIPP412FAC-03410.

ACORD

CERTIFICATE OF LIABILITY INSURANCE

APPROVED
By Ann Willis at 9:04 am, Dec 29, 2017

DATE (MM/DD/YYYY) 12/28/2017

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER

Marsh USA Inc.
411 East Wisconsin Avenue
Suite 1300
Milwaukee, WI 53202

CONTACT NAME: Attn: Cert Center
PHONE (A/C, No, Ext): (866) 966-4664 FAX (A/C, No): (212) 948-5167
E-MAIL ADDRESS: JCI.CertRequest@marsh.com

INSURER(S) AFFORDING COVERAGE		NAIC #
INSURER A:	OLD REPUBLIC INSURANCE CO	24147
INSURER B:		
INSURER C:		
INSURER D:		
INSURER E:		
INSURER F:		

INSURED

Johnson Controls, Inc.
Tyco International Holding S.a.r.l.
SimplexGrinnell LP
(see attached Acord 101)
5757 North Green Bay Avenue
Milwaukee, WI 53209

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	☒ **COMMERCIAL GENERAL LIABILITY** ☐ CLAIMS MADE ☒ OCCUR ☒ CONTRACTUAL LIABILITY ☒ XCU Included GEN'L AGGREGATE LIMIT APPLIES PER: ☒ POLICY ☐ PROJECT ☐ LOC ☐ OTHER			MWZY 310897	10/01/2017	10/01/2018	EACH OCCURENCE	$2,000,000
							DAMAGE TO RENTED PREMISES (Ea occurrence)	$2,000,000
							MED EXP (Any one person)	$50,000
							PERSONAL & ADV INJURY	$2,000,000
							GENERAL AGGREGATE	$2,000,000
							PRODUCTS - COMP/OP AGG	INC IN GEN AGG
A A A	**AUTOMOBILE LIABILITY** ☒ ANY AUTO ☐ OWNED AUTOS ONLY ☐ SCHEDULED AUTOS ONLY ☐ HIRED AUTOS ONLY ☐ NON-OWNED AUTOS ONLY			MWTB 310896 (Excludes New Hamp) MWTB 310898 (Primary NH $250k) MWTB310899 (Excess NH $1.75mm) Excess NH Auto is follow form to Primary NH Auto	10/01/2017 10/01/2017 10/01/2017	10/01/2018 10/01/2018 10/01/2018	COMBINED SINGLE LIMIT (Ea Accident)	$2,000,000
							BODILY INJURY (Per person)	
							BODILY INJURY (Per accident)	
							PROPERTY DAMAGE (Per accident)	
	☐ **UMBRELLA LIAB** ☐ OCCUR ☐ **EXCESS LIAB** ☐ CLAIMS-MADE ☐ DED ☐ RETENTION $						EACH OCCURRENCE	
							AGGREGATE	
A A	**WORKERS COMPENSATION AND EMPLOYERS' LIABILITY** ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? Y/N N **(Mandatory in NH)** **If yes, describe under** DESCRIPTION OF OPERATIONS below	N/A		MWC 310893 00 (AOS – See Pg 2) MWXS 310894 (OH & WA)	10/01/2017 10/01/2017	10/01/2018 10/01/2018	☒ PER STATUTE ☐ OTH-ER	
							E.L. EACH ACCIDENT	$2,000,000
							E.L. DISEASE - EA EMPLOYEE	$2,000,000
							E.L. DISEASE - POLICY LIMIT	$2,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (Attach ACORD 101, Additional Remarks Schedule, if more space is required)

JCI / Tyco Contract Number: TBD
JCI / Tyco Project Name: TBD
Customer PO Number: TBD

CERTIFICATE HOLDER

City of Jacksonville
Downtown Investment Authority, Office of Public Parking
231 East Forsyth Street, Suite 424
Jacksonville, Florida 32202
(904) 630-1647

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE of Marsh USA Inc.
by Ann Moody

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AGENCY CUSTOMER ID: _____

LOC#: _____

ADDITIONAL REMARKS SCHEDULE

AGENCY		NAMED INSURED
Marsh USA Inc.		Johnson Controls, Inc. Tyco International Holding S.a.r.l. SimplexGrinnell LP 5757 North Green Bay Avenue Milwaukee, WI 53209
POLICY NUMBER		
CARRIER	NAIC CODE	EFFECTIVE DATE: 10/01/2017

ADDITIONAL REMARKS

THIS ADDITIONAL REMARKS FORM IS A SCHEDULE TO ACORD FORM,
FORM NUMBER: ACORD 25 (2016/03) FORM TITLE: CERTIFICATE OF LIABILITY INSURANCE

WORKERS COMPENSATION:
Workers Compensation "AOS" Policy includes coverage for employees from the following States WHILE WORKING IN ANY STATE:AK, AL, AR, AZ, CA, CO, CT, DC, DE, FL, GA, HI, IA, ID, IL, IN, KS, KY, LA, MA, MD, ME, MI, MN, MO, MS, MT, NC, NE, NH, NJ, NM, NV, NY, OK, OR, PA, RI, SC, SD, TN, TX, UT, VA, VT, WI, & WV.

PRIMARY COVERAGE:
The General Liability and Automobile Liability policies are primary and not excess of or contributing with other insurance or self-insurance, where required by written lease or written contract. For General Liability, this applies to both ongoing and completed operations.

WAIVER OF SUBROGATION:
The General Liability, Automobile Liability, Workers' Compensation and Employers Liability policies include a Waiver of Subrogation in favor of the certholder and any other person or organization, BUT ONLY to the extent required by written contract.

ADDITIONAL INSURED – AUTOMOBILE LIABILITY:
The Automobile Liability policy, if required by written contract, includes coverage for Additional Insureds as required by such written contract.

ADDITIONAL INSURED – GENERAL LIABILITY:
For General Liability, if required by written contract, the following are included as additional insureds, as required pursuant to a written contract with a named insured, per attached Policy Endorsements A2 and A2A: THE CERTIFICATE HOLDER LISTED ON THIS CERTIFICATE OF LIABILITY INSURANCE, AND EACH OTHER PERSON OR ORGANIZATION REQUIRED TO BE INCLUDED AS AN ADDITIONAL INSURED PURSUANT TO A WRITTEN CONTRACT WITH THE NAMED INSURED.

SCHEDULE FOR POLICY ENDORSEMENTS A2 AND A2A
Name of Additional Insured Person(s) or Organization(s):
If required by contract, the person or organization listed on the certificate of insurance as additional insured, and each other person or organization required to be included as an additional insured pursuant to a contract with a named insured.

Location(s) of Covered Operations:
As required by contract.

POLICY ENDORSEMENT A2
ADDITIONAL INSURED – OWNERS, LESSEES OR CONTRACTORS – NAMED INSURED'S ACTS OR OMISSIONS ONLY

A. Section II – Who Is An Insured is amended to include as an additional insured the person(s) or organization(s) shown in the Schedule, but only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" caused solely by:
   1. Your acts or omissions; or
   2. The acts or omissions of those acting on your behalf;

   in the performance of your ongoing operations for the additional insured(s) at the location(s) designated above.
B. With respect to the insurance afforded to these additional insureds, the following additional exclusions apply:
   The insurance does not apply to "bodily injury" or "property damage" occurring after:
   1. All work, including materials, parts or equipment furnished in connection with such work, on the project (other than service, maintenance or repairs) to be performed by or on behalf of the additional insured(s) at the location of the covered operations has been completed; or
   2. That portion of "your work" out of which the injury or damage arises has been put to its intended use by any person or organization other than another contractor or subcontractor engaged in performing operations for a principal as a part of the same project.

POLICY ENDORSEMENT A2A
ADDITIONAL INSURED – OWNERS, LESSEES OR CONTRACTORS – COMPLETED OPERATIONS – NAMED INSURED'S ACTS OR OMISSIONS ONLY
Section II – Who Is An Insured is amended to include as an additional insured the person(s) or organization(s) shown in the Schedule, but only with respect to liability for "bodily injury" or "property damage" caused solely by "your work" at the location designated and described in the Schedule of this endorsement performed for that additional insured and included in the "products-completed operations hazard".

ONGOING OPERATIONS AND COMPLETED OPERATIONS INSURANCE
The General Liability Insurance includes insurance for ongoing operations and completed operations.

LIMIT OF LIABILITY:
The Liability Limit that applies is the amount indicated on the face of this Certificate of Liability Insurance, or the minimum Liability limit that is required by the written contract, whichever is less. If there is no contract then the Liability Limit is limited to $1,000,000.

NOTICE OF CANCELLATION TO CERTIFICATE HOLDERS:
Should any of the above described policies be cancelled, other than for non-payment, before the expiration date thereof, 30 days advice of cancellation will be delivered to certificate holders in accordance with the policy endorsements.

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AGENCY CUSTOMER ID: _____

LOC#: _____

ADDITIONAL REMARKS SCHEDULE

AGENCY Marsh USA Inc.	NAMED INSURED Johnson Controls, Inc. Tyco International Holding S.a.r.l. SimplexGrinnell LP 5757 North Green Bay Avenue Milwaukee, WI 53209
POLICY NUMBER	
CARRIER / NAIC CODE	EFFECTIVE DATE: 10/01/2017

ADDITIONAL REMARKS

THIS ADDITIONAL REMARKS FORM IS A SCHEDULE TO ACORD FORM,
FORM NUMBER: ACORD 25 (2016/03) FORM TITLE: CERTIFICATE OF LIABILITY INSURANCE

NAMED INSURED:

Insureds include: Air Distribution Technologies IP, LLC; Air System Components, Inc.; Carter Brothers, LLC; CEM Access Systems, Inc.; Central CPVC Corporation; Central Sprinkler LLC; Chemguard, Inc.; Connect 24 Wireless Communications Inc.; Digital Security Controls, Inc.; Eastern Sheet Metal, Inc.; Elpas, Inc.; Exacq Technologies, Inc.; FBN Transportation, Inc.; Grinnell LLC, Hart & Cooley Trucking Company; Hart & Cooley, Inc.; Haz-Tank Fabricators, Inc.; IMECO LLC; Integrated Systems and Power, Inc.; Interstate Battery System International, Inc.; Johnson Controls (Suisse) SA; Johnson Controls Advanced Power Solutions, LLC; Johnson Controls Air Conditioning and Refrigeration, Inc.; Johnson Controls APS Production, Inc.; Johnson Controls Battery Group, Inc.; Johnson Controls Building Automation Systems, LLC; Johnson Controls Engineering, LLC; Johnson Controls Federal Systems, Inc.; Johnson Controls Federal Systems/Versar, LLC; Johnson Controls Fire Protection LP; Johnson Controls Foundation, Inc.; Johnson Controls Government Systems LLC; Johnson Controls Navy Systems, LLC; Johnson Controls Security Solutions LLC; Koch Filter Corporation; Master Protection LP d/b/a FireMaster; Qolsys, Inc.; Retail Expert, Inc.; Ruskin Company; Ruskin Rooftop Systems, Inc.; Ruskin Service Company; Selkirk Corporation; Senelco Iberia, Inc.; Sensormatic Asia/Pacific, Inc.; Sensormatic Electronics (Puerto Rico) LLC; Sensormatic Electronics, LLC; Sensormatic International, Inc.; ShopperTrak International Investment LLC; ShopperTrak RCT Corporation; Shurjoint America, Inc.; Tyco Cares Foundation; Tyco Fire & Security LLC; Tyco Fire Products LP; Tyco Integrated Security LLC; Tyco International Management Company, LLC; Visonic Inc.; WillFire HC, LLC; York International (SA), Inc.; and York International Corporation

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Johnson Controls

June 20, 2018

Attn: Chrissy Nunziato
Manager of Purchasing Services, Asst.
Finance and Administration Department
Procurement Division
City of Jacksonville
214 N. Hogan St
Jacksonville, FL 32202
Ph. 904.255.8813
Fax 904.255.8837
Email: cnunziato@coj.net

Re: JCI Pricing for COJ PARCS system

Dear Chrissy,

Johnson Controls, Inc. provided a firm fixed price to replace the existing PARCS system to the City of Jacksonville with discount pricing consistent with the competitive pricing provided to the Jacksonville Aviation Authority during their request for bids for a new PARCS system. We competed with multiple companies that included the major PARCS solutions and each were evaluated by an evaluation committee for capabilities, quality, functionality, and price. Upon evaluation, Johnson Controls was awarded the PARCS project with the highest score that included best pricing. Upon award, we completed two arduous off site testing with the manufacture and JAA to further validate the system capabilities prior to the execution of the contract.

The City of Jacksonville can now realize even greater cost savings through the utilization of this contract vehicle by eliminating a costly procurement process and costs for validating the PARCS solution in addition to the competitive pricing that has been provided.

Johnson Controls, Inc. provided the City of Jacksonville a "firm fixed price" to deliver a fully functional new PARCS system. Based on the budget constraints we were requested to provide two Phases, Phase I to be completed in FY18, and Phase II to be complete in FY18/FY19. We provided the phases without any increase in pricing and are accepting the risk for any material and labor cost increases that may incurred.

The JCI management team has reviewed the project for any additional discounts that could be provided to the City of Jacksonville. They are willing to offer an additional 3% off of the total project based on a purchase order to be received for Phase I in June 2018, and Phase II in October 2018. Please see next page for the discount applied.

Sincerely,

Jennifer A. Webb, Account Executive
jennifer.a.webb@jci.com
Building Technologies & Solutions (BT&S)
Johnson Controls, Inc.
904.316.1126

Johnson Controls, Inc.
4820 Executive Park Court
Suite 109
Jacksonville, Florida 32216
tele 904.316.1126
fax 904.733.3334

20-Jun-18

Phase I FY18

COJ Pricing	Equipment	Labor	TOTAL
YATES PARKING OFFICE Headend	109500	27500	137000
YATES GARAGE	109525	65450	174975
ED BALL GARAGE	75000	67450	142450
*ED BALL OPTIONAL PAY ON FOOT	35455	2,300	37755
BAY & OCEAN (Open lot)	30250	17500	47750
CISCO EQUIPMENT	3281.88	*INSTALLED BY COJ IT*	3281.88
TOTAL	363011.88	180200	**543211.88**

***installation of the pay on foot machine is based on the reuse of the existing power and data.**

Please note, pricing is FOB, tax exempt sale, non GSA

Phase II FY19

COJ Pricing	Equipment	Labor	TOTAL
DUVAL LIBRARY GARAGE	140750	80500	221250
WATER STREET GARAGE	271567	96500	368067
CISCO EQUIPMENT	4828.83	*INSTALLED BY COJ IT*	4828.83
RECCOMENDED SPARE PARTS	33695	0	33695
TOTAL	450840.83	177000	**627840.83**

Total	**1,171,052.71**
Additional 3% discount	**-35131.57**
Total with discount	**1,135,921.14**

COJ NEW PARCS SYSTEM

WARRANTY AND PREVENTATIVE MAINTENANCE

For the first year under the warranty all parts and labor are included. Service will be provided within same or next day service (within 24 hours of service request), Monday – Friday, 8:00 am to 5:00 pm.

The following items are excluded from the normal maintenance cost:

- Vandalism & Acts of God
- JCI is not responsible for any owner provided Fiber/Network infrastructure, workstations, Servers (including virtual), software, network connectivity, or any additional contractual agreements not part of the service contract. Please see below specifics on maintenance agreement contracts after the warrantee period.
- Recommended spare parts to be purchased separately as part of the project
- Any additions/changes prior to warranty and service start date
- After-hour, weekend, and holiday labor and travel provided outside JCI's normal business hours would be billed at JCI's current overtime rate.

Post Warranty Service Annual Support Plan:

Equipment covered under the Service Plan: Maintenance Agreement Contracts after the warrantee period will include all Equipment Parts & Labor, Software, quarterly Preventative Maintenance and TIBA Smart Park Software Annual Support & Maintenance Subscriptions including one major software upgrade per year.

JCI will provide preventative maintenance as per the manufacture's recommendations, corrective maintenance upon customer request to repair equipment malfunctions, and all parts to affect equipment repair. All parts will be furnished on an exchange basis and the replaced parts will become the property of JCI. Replaced parts will be new or refurbished parts of similar quality.

If inoperative equipment covered in this agreement is removed by JCI from the customer's facility for repair; JCI shall use reasonable efforts to provide the customer with substitute loaner equipment at no additional charge.

Preventive maintenance is to be performed at scheduled times and includes inspection, cleaning, adjustment, and repair of equipment covered in this agreement. Operational training on covered equipment will be provided if requested during scheduled preventive maintenance visits for a nominal fee.

Responsibilities of Customer

- Customer agrees to give JCI full and free access to equipment covered in this agreement during normal business hours.
- Customer agrees to keep current backups of all sensitive data and programs.
- Any work required to owner provided Fiber/Network infrastructure, workstations, Servers (including virtual), software, or any additional contractual agreements not part of the service contract.

Year one investment:

Quarterly PM inspections:

Upon completion of the installation, the quarterly preventative maintenance inspections will begin.

The annual cost is $26,671.

Year Two – (post one year warranty):

In addition to the quarterly inspections we will provide the annual software subscription that will include all patches made available and one upgrade of the system of the major release each year.

The annual additional cost is $37,476.

Optional Year Two additional Premium coverage:

We can also provide premium coverage for all parts and labor of the system.

M-F, 8-4 annual cost option is $77,265.

24/7 annual cost option is $85,173.

The following terms and conditions will be made part of the contract.

Sincerely,

Jennifer A. Webb
Account Executive
Building Technologies & Solutions (BT&S)
Johnson Controls, Inc.
4820 Executive Park Court
Suite 109
Jacksonville, Florida 32216
tele 904.316.1126
fax 904.733.3334
jennifer.a.webb@jci.com
www.johnsoncontrols.com

CONTRACT
BETWEEN
JACKSONVILLE AVIATION AUTHORITY
AND
JOHNSON CONTROLS, INC.

THIS CONTRACT, is executed this 14th. day of October, 2016, by and between **JACKSONVILLE AVIATION AUTHORITY**, (JAA or AUTHORITY), and Johnson Controls, Inc. (JCI) (hereinafter called the "Contractor") with its principal office located at 4820 Executive Park Court, Suite 109, Jacksonville, Florida 32216

WITNESSETH

That for the mutual promises and covenants herein contained, and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties agree as follows:

JAA issued a Request for Proposal (RFP) No.: 16-09-24001 in order to procure a firm licensed, qualified and interested in providing PARKING AND REVENUE CONTROL SYSTEM, including but not limited to scope of work includes all design, material, labor, equipment, services, and training that is necessary to fully implement the system.

1. Contractor submitted its proposal to JAA representing that it is capable of providing the necessary services as required by the RFP.

2. Contractor has been selected by JAA as the most qualified to provide the requested service.

3. JAA hereby engages Contractor to perform the services as set forth in the Scope of Services. The services shall be done strictly in accordance with this Contract, the RFP, and all addendums to the RFP (incorporated by reference herein as **Exhibit 1**) and Company's proposal with additions (incorporated by reference herein as **Exhibit 2**), Equipment list (incorporated by reference herein as **Exhibit 3**), Scope of work (incorporated by reference herein as **Exhibit 4**), Success Criteria (incorporated by reference herein as **Exhibit 5**), PCI certificate (incorporated by reference herein as **Exhibit 7**), (collectively, the "Contract Documents"), all of which are hereby specifically made a part hereof by reference to the same extent as if fully set out herein.

4. The term of this Contract shall be for two (2) years, and shall commence upon the issuance of a Notice to Proceed or Purchase Order. There are two one-year renewals available at the sole discretion of the Authority, based upon vendor performance and availability of funds. Payments shall be made upon completion and acceptance of defined milestones/deliverables by JAA. The milestones/deliverables and payment amounts are set forth on **Exhibit 6**. The Parties have agreed that the Contractor will begin work within 14 days of the Notice to Proceed, and shall follow the schedule set forth in **Exhibit 6.**

5. Contractor shall be compensated as set forth in the Contract Documents, which have been incorporated into and made a part of this Contract. Contractor shall pursue the Scope of Services under this Contract as an independent contractor, and shall be solely responsible for the method, manner and means to be utilized in performing the Scope of Service, including but not limited to the supervision and compensation of its own personnel.

6. Nothing in this Contract shall be construed as making Contractor an employee, servant or agent of JAA.

7. This Contract may be terminated for convenience by the Authority whenever the Authority determines that such termination is in the best interest of the Authority. Such termination will be effected by a thirty (30) day written notice to the Contractor stating the date upon which the termination shall become effective. This contract may also be terminated by the Contractor with thirty (30) day written notice to the Authority.

8. Unsatisfactory performance by the Contractor may result in immediate cancellation of this Contract.

9. Termination of this Contract by either party in accordance with its agreed termination provisions will not give rise to any claims of improper termination, termination in bad faith, or the like or to the payment of any compensation other than for work already completed, recoupment of expenditures made by Contractor pursuant to this Agreement, or the like predicted in such termination. This Contract is always subject to availability of budgeted funds.

10. The Authority may give the Contractor written notice that there is a material breach of the contract or a written notice to discontinue some or all services under the Contract in the event that:

    a) The Contractor assigns or subcontracts the Scope of Services without prior written permission;
    b) Any petition is filed or any proceeding is commenced by or against the Contractor for relief under any bankruptcy or insolvency laws;
    c) A receiver is appointed for the Contractor's properties or the Contractor commits any act of insolvency (however evidenced);
    d) The Contractor makes an assignment for the benefit of creditors;
    e) The Contractor suspends the operation of a substantial portion of its business;
    f) The Contractor suspends the whole or any part of the Scope of Services to the extent that is impacts the Contractor's ability to meet the Scope of Services schedule, or the Contractor abandons the whole or any part of the Scope of Services;
    g) The Contractor, at any time, violates any of the conditions or provisions of the Contract Documents, or fails to perform as specified in the Contract Documents, or is not complying with the Contract Documents;
    h) The Contractor attempts to willfully impose upon the Authority items or workmanship that are in the Authority's sole opinion, defective or of unacceptable quality;
    i) The Contractor breaches any of the representations or warranties;

k) There is any material change in the financial or business condition of the
j) The Contractor is determined, in the Authority's sole opinion, to have misrepresented the utilization of funds or misappropriated property belonging to the Authority;
Contractor.

11. This Contract constitutes the entire agreement between the parties hereto for the Scope of Services to be performed and furnished by the Contractor hereunder. No statement, representation, writing, understanding, agreement, course of action or course of conduct made by either party, or any representative of either party, which is not expressed herein shall be binding. All changes to, additions to, modifications of, or amendment to this Contract, or any of the terms, provisions and conditions hereof, shall be binding only when in writing and signed by the authorized officer, agent or representative of each of the parties hereto.

12. Insurance and Indemnification, Performance Bond and Warranty for this contract shall be as set forth in the RFP (Exhibit 1), and are included herein as if set forth in full.

13. Work Product. The Contractor shall provide the Authority with copies of all processes, forms, procedural documents, reports, analysis, guides and other documents prepared during the course of the completion of this Contract, and such copies shall become the sole property of the Authority without further cost or obligation to pay for said documentation. The Contractor may provide copyrighted documents for use by the authority without cost and with a perpetual use license, and said documentation shall remain the property of the Contractor. In this regard, the Contractor hereby grants the Authority a perpetual royalty-free license to use such documents for its internal business purposes. The Authority may not transfer such documents to any third party or use the information other than as necessary to fulfill the purposes contemplated by this Contract.
14. Confidentiality of Information. Contractor understands and agrees that Authority is a public entity, subject to the laws of Florida regarding public records, and that written documentation may be subject to disclosure; however, Contractor also understands and agrees that exemptions to public records laws may be applicable to certain documents produced from services rendered under this Contract. Therefore, prior to responding to any and all public records requests in this matter, in such public records requests are received by Contractor, Contractor will give the Authority's Chief Legal Officer, Debra Braga, immediate written notice via e-mail to debra.braga@flyjacksonville.com and provide a reasonable opportunity to review and respond to the same.

15. Unless otherwise provided herein, any notice required to be served under this Contract shall be sent by certified mail, return receipt requested to the following:

For the Authority:	Jacksonville Aviation Authority 14201 Pecan Park Road Jacksonville, Florida 32218 Attn: Devin Reed, Director, Procurement
For the Contractor:	Johnson Controls, Inc. 4820 Executive Park Court Suite 109 Jacksonville, Florida 32216 Matt Weiss Jacksonville Branch General Manager

17. Warranty. The Contractor shall comply with the Warranty provisions as required by the RFP. The Contractor warrants that materials and equipment furnished by the Contractor will be of good quality and new; that the work will be free from defects not inherent in the quality required or permitted; and that the work and services will conform to the requirements of the Contract. The Contractor warrants that the work shall be free from defects in material and workmanship arising from normal usage for a period of one year from the substantial completion date and that its services will be free from defects in workmanship, design and material for one year. Upon written notice from the Authority, the Contractor shall, at its option, repair or replace the defective work or re-perform defective services. These warranties do not extend to any work or services that have been abused, altered, misused, or repaired by the Authority or third parties without the supervision of and prior written approval of the Contractor. All replaced equipment or parts become the Contractor's property.

    If the Contractor installs or furnishes a piece of equipment under this Contract, and that equipment is covered by a warranty from the manufacturer, the Contractor will transfer the benefits of that manufacturer's warranty to the Authority if this Contract terminates before the equipment manufacturer's warranty expires.

IN WITNESS WHEREOF, the parties hereto have duly executed this Contract, in triplicate, the day and year first above written.

Attest:

Devin J. Reed
Director of Procurement

JACKSONVILLE AVIATION AUTHORITY

Steve Grossman, CEO, or His Designee

(Designee's Name and Title, if applicable)

Attest:

Signature

Samantha Allen
Print Name

Customer Operations Associate
Title

Johnson Controls, INC.

Signature

MATTHEW T. WEISS
Print Name

BRANCH GENERAL MANAGER
Title

Approved as to form and legality for the
Use of the Jacksonville Aviation Authority only.

Debra A. Braga, Chief Legal Officer

EXHIBIT 1

Request for Proposal No. 16-09-24001 and Addendum 1, 2

JAA SOLICITATION

Our Goal is To Be An Airport System Financially Sound and Self Supporting, Operated in a Safe, Secure, Efficient and Environmentally Responsible Manner.

JAX Jacksonville International Airport | Cecil Cecil Airport | Herlong Herlong Recreational Airport | JAXEX Jacksonville Executive Airport

REQUEST FOR PROPOSALS (RFP) No.: 16-09-24001

PARKING AND REVENUE CONTROL SYSTEM
FOR THE JACKSONVILLE AVIATION AUTHORITY

JACKSONVILLE INTERNATIONAL AIRPORT – JACKSONVILLE, FL

Assigned Buyer: Samantha Smid
Procurement Director: Devin Reed

JAA Department of Procurement 14201 Pecan Park Road, Jax. FL 32218 904.741.3209
samantha.smid@flyjacksonville.com

REQUEST FOR PROPOSAL
Proposal Number: 16-09-24001

PARKING AND REVENUE CONTROL SYSTEM
for the
JACKSONVILLE AVIATION AUTHORITY

Proposals will be received by the Jacksonville Aviation Authority (JAA) until 2:00 PM (local time), on **February 23, 2016**, at which time they will be opened at JAA's Administration Building, 14201 Pecan Park Road, Jacksonville, Florida, for the evaluation, selection and contract award for RFP No. 16-09-24001.

A Pre-Proposal Meeting will be held at 10:30 AM (local time), January 28, 2016, at JAA's Administration Building, 14201 Pecan Park Road, Jacksonville, FL 32218. A tour will be conducted after the meeting, and this is expected to last approximately 1 hour.

All Proposals must be submitted in accordance with Request for Proposals No. 16-09-24001, which may be obtained after 8:30 AM (local time) on January 11, 2016 from www.flyjacksonville.com (click on "Bid Opportunities").

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GENERAL INFORMATION

REQUESTS FOR DISTRIBUTION SHEETS OR PRE PROPOSAL ATTENDANCE SHEETS

Copies of the Request for Proposals (RFP) Distribution Record and/or the Pre-Proposal Attendance Record may be requested by contacting the Procurement Department of the Jacksonville Aviation Authority (JAA).

SUBMISSION OF PROPOSALS

Proposals submitted in advance of the time set for opening will be delivered to JAA, Attn: Procurement Department, 14201 Pecan Park Road, Jacksonville, FL 32218. Respondents are fully responsible for delivery of proposals. Reliance upon mail or public carrier is at respondent's risk. Subject to JAA's discretion to waive minor irregularities that will not result in an unfair economic or competitive advantage or disadvantage to any Respondent, late proposals, as solely determined by JAA's official bid clock, will not be opened or considered.

PUBLIC RECORDS REQUIREMENTS

JAA is required to comply with Section 119.07 of the Florida Statutes. Depending on the type of project for which proposals are requested, the items read at the opening will vary. Sealed proposals are not public records subject to mandatory disclosure under the Florida Public Records Law until such time as JAA provides notice of a decision or intended decision to award the contract or 30 days after opening, whichever is earlier. All parts of proposals, including exhibits, are subject to the Public Records Law, and a Respondent may not exclude any portion of the Proposal unless specifically exempted from disclosure by Florida Law. Exemption of financial statements applies only to required submittal for pre-qualification of Respondents on public works projects.

REQUESTS FOR PROPOSAL RESULTS OR AWARD OF CONTRACT

Notwithstanding the above statement and/or requirement regarding public records, requests for or access to public records within JAA's possession may be made or obtained by contacting JAA at (904) 741-3209. If copies are requested, an appropriate charge will be assessed, upon the receipt of which all copies will be made available within a reasonable time consistent with the requirements of Florida Statutes. All those submitting responses to this solicitation will be provided notice of decisions regarding its award.

CONTACT WITH JAA STAFF

From the time of receipt or publication of this solicitation, all parties who intend to directly or indirectly submit a response to the solicitation shall direct all contact with JAA through JAA's Procurement Director or the assigned Buyer hereto. If the question or comment deals with a subject matter that is outside of the knowledge or responsibility of JAA's Procurement Department, Procurement will direct the question or comment to the appropriate person or authority. Other than as permitted herein, respondents to this solicitation may not contact JAA's executives and staff, award or evaluation committee members, Board of Directors, or those representing JAA's interests in this solicitation for the purpose of discussing the same. Violation of this provision may result in bid/proposal rejection and/or respondent debarment.

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ARTICLE I – INSTRUCTIONS TO RESPONDENTS

1.01 RECEIPT AND OPENING OF PROPOSALS

JAA will receive Proposals for this solicitation until February 23, 2016 at 2:00 PM (local time) for the purpose of selecting a company to provide a Parking and Revenue Control System (the "Scope of Services"). The Proposals will be publicly opened at JAA Administration Building, 14201 Pecan Park Road, Jacksonville, Florida at the previously mentioned time and date.

1.02 DELIVERY OF PROPOSALS

One (1) original copy (clearly marked "ORIGINAL"), five (5) copies (each clearly marked "COPY") and One (1) Compact Disk ("CD") or USB Drive containing a copy of the complete original response in Adobe PDF format (including the proposal and all required supplemental material listed on the Proposal Form) must be submitted in a sealed package. The package must be labeled to read: "RFP 16-09-24001, February 23, 2016, 2:00 PM (local time)," and must be addressed and delivered to JAA, Attn: Procurement Department, 14201 Pecan Park Road, Jacksonville, FL 32218.

Each Proposal package submitted should clearly show the Respondent's company name on the outside. Facsimile Bids will not be accepted. Subject to JAA's discretion to waive minor irregularities that will not result in an unfair economic or competitive advantage or disadvantage to any Respondent, a late submission, as determined by JAA's official bid clock, will not be considered and may be returned to the Respondent as non-responsive. Each Respondent is fully responsible for ensuring that its submission is timely received, and shall assume the risk of non-delivery or untimely delivery caused by its chosen delivery method, whether by US mail, public carrier or otherwise. This RFP does not commit JAA to paying costs or expenses of any kind incurred by the various Respondents during proposal preparation, submittal or presentation, if any.

1.03 CONTRACT DOCUMENTS

The Contract Documents give the description of the services to be performed under this solicitation. The required qualifications of Respondents, other technical information, and the term of the resulting contract are also contained in these documents. The date, time and location of the receipt and opening of proposals are listed in Article 1.01.

1.04 EXAMINATION OF CONTRACT DOCUMENTS

The Respondent is required to carefully examine the Scope of Services required and the Contract Documents. It will be assumed that the Respondent has investigated and is fully informed of the conditions, the character and quality of services to be performed, and the type of services to be provided, and of the requirements of the Contract Documents.

1.05 OBLIGATION OF RESPONDENTS

The Respondent must fully learn of JAA's requirements for the services to be provided. Failure to do so will not relieve a successful Respondent of its obligation to carry out the provisions of the RFP. The Respondent must be familiar and comply with all federal, state and local laws, ordinances, rules and regulations that in any manner affect the services. In addition, the Respondent will be held responsible for having examined the details of the proposed Scope of Services. The Respondent will use its personal knowledge and experience or professional knowledge as to the character of the proposed services, and any other conditions surrounding and affecting the proposed services. The submittal of a Proposal will be construed as evidence that all Respondent obligations have been satisfied and no subsequent allowance will be made in this regard.

Prior to contract issuance, the Respondent must provide documentation that it is authorized to do business in the State of Florida and possesses any required federal, state and local licensing, if any, in order to perform the scope of services contemplated herein.

1.06 ADDENDA – CHANGES WHILE PROPOSING

No interpretation of the meaning of any part of the RFP or other Contract Documents, or corrections of any apparent ambiguity, inconsistency or error therein, will be made to any Respondent orally. All requests for written interpretations or corrections MUST be submitted in writing and addressed to JAA Procurement Department, Attn: Samantha Smid, and may be transmitted via e-mail to Samantha.smid@flyjacksonville.com or fax to, 904-741-2350 by **February 9, 2016, 5:00 PM** (local time).

All such interpretations and supplemental instructions will be in the form of a written Addendum to these solicitation documents, which, if issued, will be posted on the JAA website, www.flyjacksonville.com. However, it is the responsibility of each Respondent, before submitting its Proposal, to contact JAA's Procurement Department at (904) 741-3209 to find out if any Addenda were issued and to make such Addenda a part of its Proposal. In case any Respondent fails to acknowledge receipt of any such Addenda in the space provided on the Proposal Form, its Proposal will nevertheless be construed as though Addenda has been received and acknowledged. Only the interpretation or correction so given by JAA's Procurement Department in writing will be binding and prospective Respondents are advised that no other source is authorized to give information concerning or to explain or interpret these solicitation Documents.

1.07 PREPARATION OF PROPOSAL

The Proposal Form should be submitted with all proposals. All blank spaces on the form must be typed-in or legibly printed in ink. Only the Proposal Form and applicable additional information should be submitted. All documentation submitted with the Proposal should be bound in a single volume.

The emphasis should be on completeness and clarity of content and ease of locating responses to requested information. Any information thought to be relevant, but not applicable to the enumerated Scope of Services, should be provided as an Appendix to the Proposal. If publications are supplied by a Respondent, the Proposal should include reference to a document number and/or page number of that Appendix material. Proposals not providing this reference will be considered to have no additional material to be considered during the evaluation process.

If the Proposal is made by an individual, he or she must sign his or her name therein and state his or her address and the name and address of every other person interested in the Proposal as principal. If the Proposal is made by a firm, partnership or joint venture, the name and address of each member of the firm, partnership or joint venture must be stated. If the Proposal is made by a corporation, the Proposal must be signed by an authorized officer or agent subscribing the name of the corporation with his or her own name. FAILURE TO SIGN YOUR PROPOSAL WILL CONSTITUTE A MATERIAL IRREGULARITY AND WILL RESULT IN THE REJECTION OF THE PROPOSAL. Such officer or agent must also state the name of the State under which the corporation is chartered, and the names and business address of the President, Secretary and Treasurer. If applicable, also provide evidence of registration with the Secretary of the State of the State of Florida for doing business in the State of Florida.

1.08 WITHDRAWAL OF PROPOSAL

Any Proposal may be withdrawn by written request of the Respondent until the date and time established herein for the opening of the Proposals. Any Proposal not so withdrawn will, upon opening, constitute an irrevocable offer for ninety (90) days (or until one or more of the Proposals have been duly accepted by JAA, whichever is earlier) to furnish the services contemplated herein. JAA action on Proposals normally will take within sixty (60) days after Proposal opening; however, no guarantee or representation is made as to the time between the Proposal opening and the subsequent JAA decisions and/or action regarding an award.

1.09 RESPONSIBLE RESPONDENT CRITERIA

In considering the responsibility of the Respondents, JAA will examine each timely received proposal against the factors listed below. Respondents must address each factor specifically in their Proposal. JAA reserves the right to reject any and all Proposals, in whole or in part, and to waive any minor irregularities that will not result in an unfair economic or competitive advantage or disadvantage to any Respondent.

This solicitation will be evaluated using the following factors and corresponding maximum available points:

Section 1:	Firms Qualifications, Project Team, and Capabilities	15 points maximum
Section 2:	PARCS Design and Technical and Functional Approach, High level implementation schedule *(Note: The combination of these factors holistically meeting JAA's needs will be evaluated)*	30 points maximum
Section 3:	Fixed Base Price and Milestone Based *(see Project Cost Submittal Form below)*	35 points maximum
Section 4:	References	20 points maximum

NOTE: THE PERSON COMPLETING THE REFERENCE QUESTIONNAIRE MUST PLACE THE QUESTIONNAIRE IN A SEALED ENVELOPE AND THEIR SIGNATURE MUST BE ACROSS THE ENVELOPE SEAL, WHICH SIGNATURE MUST MATCH THE SIGNATURE OF THE PERSON WHO COMPLETED THE QUESTIONNAIRE.

As part of this solicitation, Respondent references are considered very important. As such, JAA will contact and evaluate the responses it receives from each reference provided in response to this solicitation. To the extent the required reference questionnaires are not received, contact with proposed references cannot be made, or the proposed references indicate a lack of knowledge or awareness of Respondent, the same will be negatively reflected in JAA's evaluation and award of points for this factor. Therefore, prior to proposing references, Respondents are encouraged to contact those individuals or entities being proposed as references in order to ensure that: (i) their contact information is current and correct; (ii) they are knowledgeable and aware of the issues for which they are being proposed as references; and (iii) they are ready, willing, able and permitted to provide the reference information being sought.

1.10 DISQUALIFICATIONS OF RESPONDENTS

Any of the following causes may be considered sufficient for the disqualification of a Respondent or rejections of the Proposal (this does not represent an exhaustive list):

A. Submission of more than one Proposal for the same work by an individual, firm, partnership or corporation under the same or different names. If a company has more than one division, only one Proposal may be submitted for the same company.

B. Evidence of collusion amongst Respondents.

C. Incomplete work for which the Respondent is committed by contract, which, in the judgment of JAA, might hinder or prevent the prompt completion of the scope of services contemplated herein if awarded to such Respondent.

D. Being in arrears on any existing agreement with JAA or having defaulted on a previous contract with JAA. For purposes of this section, attempts to create a new entity, partner with an existing entity or person, or otherwise hold oneself out as another firm or business for the purpose of shielding any individual, firm, partnership, corporation or similar concern from the application of this provision may be considered grounds for disqualification of all those persons or entities involved.

E. Items 'C' and 'D' above will be considered by JAA after the opening of Proposals, and, if found to apply to any Respondent, JAA will notify the Respondent that its Proposal will not be considered for an award of the Contract. The Respondent has five (5) business days after the date of JAA's written notice to appeal in writing JAA's decision.

1.11 REJECTIONS OF IRREGULAR PROPOSALS

Subject to the exercise of JAA's discretion to waive minor irregularities, proposals will be considered irregular and may be rejected if they show omissions, alterations of form, additions not called for, conditions, limitations, unauthorized alternate bids or other irregularities of any kind. JAA reserves the right to waive minor irregularities that will not result in an unfair economic or competitive advantage or disadvantage to any Respondent.

1.12 CONFLICT OF INTEREST CERTIFICATE

The Respondent must execute either Section 1 or Section II of the Conflict of Interest Certificate, **Appendix 5,** relative to Florida Statute 112.313(12). Failure to execute either section may result in rejection of Respondent's proposal.

1.13 PUBLIC ENTITY CRIME

A person or affiliate who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a proposal, proposal, or reply on a contract to provide any goods or services to a public entity; may not submit a proposal, proposal, or reply on a contract with a public entity for the construction or repair of a public building or public work; may not submit proposals, proposals, or replies on leases of real property to a public entity; may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with any public entity; and may not transact business with any public entity in excess of the threshold amount provided in Florida Statute Section 287.017 for CATEGORY TWO for a period of 36 months following the date of being placed on the convicted vendor list.

1.14 PRE-PROPOSAL MEETING

To help ensure that all Respondents are fully informed of the requirements for this Contract, an **Optional** Pre-Proposal Meeting will take place at the previously mentioned time, date and place. Respondents are encouraged to submit questions by facsimile in advance of the meeting to JAA's Procurement Department at (904) 741-2350.

A tour of the areas will be provided at the close of the meeting. The tour is anticipated to be 1 hour in duration.

If attending the Pre-Proposal Meeting, Proposer's should print a copy of the RFP, including all Exhibits and bring the documents with them to the meeting.

1.15 LOCAL PREFERENCE PROGRAM

In an effort to stimulate economic growth and development of local businesses and keep local resources in the community, JAA has established a Local Preference Program (LPP) to encourage local businesses to participate in the competitive process of supplying goods and services to the Authority.

If your business meets the requirement of Local Business or Local Respondent, you must submit **Appendix 7**, Local Business Verification Form.

1.16 SMALL BUSINESS ENTERPRISES (SBE) PARTICIPATION

JAA is committed to providing an opportunity for local small/disadvantaged/minority owned firms by promoting the development of small businesses within our normal market area. It is the policy of JAA to provide small businesses with identical information and an equitable opportunity to compete for business from JAA. This is an invitation for local small/disadvantaged/minority businesses to become involved in the total procurement of JAA sponsored projects, goods and services. JAA's normal SBE market area is defined as Duval, Clay, Baker, St. Johns or Nassau Counties.

1.17 NON-DISCRIMINATION PROVISIONS

The Respondent agrees to comply with all applicable federal, state and local laws, including the Civil Rights Act of 1964 as amended. The Equal Employment Opportunity Clause in Section 202, paragraph 1 through 7 of Executive Order 11246, as amended, relative to Equal Employment and the implementing Rules and Regulations of the Office of Federal Contract Compliance Programs are incorporated herein by specific reference. The Affirmative Action Clause in Section 503 of the Rehabilitation Act of 1973, as amended, relative to Equal Opportunity for the disabled is incorporated herein by specific reference. The Affirmative Action Clause in 38 USC Section 2-12 of the Vietnam Veterans' Readjustment Assistance Act of 1974, relative to Equal Employment Opportunity for the special disabled Veteran and Veterans of the Vietnam Era, is incorporated herein by a specific reference.

1.18 PERFORMANCE BOND AND WARRANTY BOND

Due to the significant nature of this project for airport operations and for the JAA's revenue stream, we are requiring that the successful contractor provide a performance bond in the amount of 50% of the total project cost. The bond will be posted in compliance with Florida Statute 255.05. In addition, at completion of the project, the Performance Bond will be released and replaced by a warranty/maintenance bond which will cover the time of the warranty, and ensure that the system operates as expected. The Warranty/Maintenance Bond shall be in the amount of 25% of the total project cost. At the expiration of the Warranty period, the warranty/maintenance bond will be released.

1.19 EVALUATION AND AWARD

JAA reserves the right to accept or reject any or all Proposals in whole or in part. JAA will be under no obligation or duty to award the resulting Contract to the lowest proposed price and JAA reserves the right to award the resulting Contract to the lowest responsible Respondent submitting a responsive proposal which is most advantageous and in the best interests of JAA. JAA Executive Director/CEO has final approval authority for any resulting Contract.

Evaluation factors to be considered are listed in Article 1.10. Respondents should be sure to address each of these factors. If a Proposal is ranked with a score that is 25 percent lower than the highest ranked Proposal's score, excluding price points, the Proposal, in the discretion of JAA, may be deemed unacceptable to perform the services as requested by the solicitation, and therefore will not be included in the rankings. In evaluating proposals, JAA is under no obligation to contact a Respondent to obtain information required herein.

1.20 PUBLIC MEETING REQUIREMENTS

JAA is required to comply with Section 286.011 of the Florida Statutes. Therefore certain types of staff meetings and meetings of JAA Awards Committee or JAA Board are required to be held in public, with sufficient notice made of the date and time of the meeting. All notices of public meetings are posted at the JAA Administration Building, 14201 Pecan Park Road, 1st Floor, Jacksonville, FL 32218.

1.21 PROTEST PROCEDURES

Any Respondent adversely affected during this RFP solicitation process may file a Notice of Protest, including all particulars of facts and law on which the protest is based. This notice must be in writing and addressed to the JAA, Attn: Procurement Director, 14201 Pecan Park Road, 2nd Floor, Jacksonville, FL 32218. A proper notice of protest may be timely filed in writing pursuant to JAA's Protest Procedures, access to which may be obtained by contacting the Procurement Buyer assigned to this solicitation or by visiting JAA's website at http://www.flyjacksonville.com/PDFs/award-protest.pdf.

1.22 EXECUTION OF THE AGREEMENT

Within 10 business days after Notice of Award, the successful Respondent will furnish the required certificates of insurance and any other requirements and enter into a formal Agreement with JAA. Failure to execute the resulting Contract as provided in these documents within 10 business days after the date of Notice of Award will be just cause to rescind the award, unless such failure has been caused by JAA, which award may then be made

to another Respondent or this solicitation may be re-advertised. The Respondent whose award JAA rescinded may be considered irresponsible if JAA elects to re-advertise this solicitation. No award will be binding upon JAA until the Contract contemplated herein has been fully executed.

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ARTICLE II – GENERAL CONDITIONS

2.01 DEFINITIONS

AIRPORT - Jacksonville International Airport

AUTHORITY – Jacksonville Aviation Authority

AUTOMATIC VEHICLE IDENTIFICATION (AVI) - A process and or subsystem by which a unique access control media (RFID transponder, etc.) is associated with a specific vehicle or user for the purpose of controlling vehicle access.

BIDDER - An entity that provides a bid in response to the RFP.

CECIL – Cecil Airport

COMPLIMENTARY TIME - The amount of time (usually in minutes) a Patron has to enter and exit a parking facility without incurring a parking fee.

CONTRACT – The Contract consists of the document labeled "Specifications for Parking and Revenue Control System, RFP Number 16-09-24001"; Respondent's Proposal; and any Addenda issued prior to and any Modifications issued after execution of the Contract. A Modification is a written amendment to the Contract signed by both parties.

CONTRACTOR – Any individual, firm or corporation entering into a Contract to perform the Scope of Services.

CONTRACT ADMINISTRATOR – Designated representative(s) of JAA assigned to monitor the Contract to ensure full compliance with all terms and conditions contained within the Contract document. Monitoring activities include progress of work, inspection and acceptance of services, quality assurance and issuance of payment receipts.

CONTRACTOR REPRESENTATIVE – Individual(s) designated in writing by the Respondent as the Contractor's Representative, with authority to act for the Respondent in all matters, including changes to Contract terms.

CONTRACTING OFFICER – Designated JAA individual, who provides JAA Inspector and/or JAA Contract Administrator with Contract information and monitors the administration of the Contract to ensure compliance with terms by both JAA and the Respondent. The Contracting Officer is the only individual authorized to make Contract modifications.

DAYS – Calendar days unless otherwise specified.

DBE – Disadvantage Business Enterprise.

ELIGIBLE USER – Public agencies and other eligible users that will order products and/or services directly from the Respondent under the Contract. By ordering products and/or services under the Contract, the Eligible User agrees to its terms. Eligible Users are not, however, parties to the Contract. Eligible Users participating in the Contract do so according to the following terms: (1) non JAA Users assume and bear complete responsibility with regard to performance of any contractual obligation or term; (2) breach of a Contract term by any particular User shall not be deemed a breach of the Contract as a whole, which shall remain in force and effect, and shall not affect the validity of the Contract nor the Respondent's obligations to non-breaching Users or JAA; (3) JAA shall not be liable for any breach by non-JAA Users; (4) each non-JAA User and the Respondent guarantee to save JAA and its officers, agents, and employees harmless from liability that may be or is imposed by their failure to perform in accordance with their obligations under the Contract.

EXCEPTION TRANSACTION - Any parking transaction that cannot be processed through normal procedures or that does not follow a normal sequence of operations (e.g., swapped, mutilated, stolen and lost tickets).

FAA – Federal Aviation Administration.

FINAL SYSTEM ACCEPTANCE - JAA final acceptance of the PARCS acknowledging that the Contractor has successfully delivered the PARCS and fulfilled the contract requirements.

GRACE TIME OR LAG TIME PERIOD - The amount of time allowed before the amount due for the next increment of time is added to the total parking fee.

HEAD END - The communications room located in the parking operations office. The Head End serves as the end point for connection of all devices and communications links within the parking complex.

HERLONG – Herlong Recreational Airport

INSPECTOR – Designated representative(s) of JAA, assigned to monitor the services, advise of problem areas and to give a report of conformance or of rejection. The Inspector will be designated at the award of Contract.

JAA – Jacksonville Aviation Authority

JAX – Jacksonville International Airport

JAXEX – Jacksonville Executive at Craig Airport

JSEB – Jacksonville Small Emerging Business

Local Business or Local Respondent – The term "Local Business" or "Local Respondent" shall mean a person, firm, corporation or other business entity which is duly licensed and authorized to engage in the particular business at issue, which has been in business and maintained its permanent place of business in the NMA for a minimum of one (1) year prior to the solicitation release date and has at least three (3) full-time employees living in the NMA. The Local Business shall perform or operate on a day-to-day basis and provide a substantial component of the goods or services which are being procured by the Authority.

Normal Market Area (NMA) – The Authority's Normal Market Area is Baker, Clay, Flagler, Duval, Nassau, Putnam and St. Johns counties.

PARCS OPERATOR - The entity that will manage the operation of the PARCS system after the system is installed and is functional.

PATRON - The end user or person utilizing the parking facility at the airport.

PAYMENT CARD INDUSTRY (PCI) DATA SECURITY STANDARD - This standard includes the safeguarding of sensitive credit card data for all card brands. It requires the building and maintenance of a secure network that protects credit card data through the maintenance of a vulnerability management program and that implements strong access control measures, regularly monitors and tests networks and maintains a policy that addresses security.

PROPOSAL – The approved forms on which the Respondent is to submit, or has submitted its charges for the services contemplated.

RATE REDUCTION - A reduction in the parking fee based upon the lot location or parking level the patron uses to park their vehicle.

RESPONDENT – Any individual, firm or corporation submitting a Proposal for the services contemplated.

SERVICES – Everything required to furnishing or performing under this contract document.

SBE – Small Business Enterprise.

SYSTEM - Parking Access and Revenue Control System (PARCS)

SYSTEM DESIGN DOCUMENT - Document describing the System requirements, operating environment, system and subsystem architecture, files and database design, input formats, output layouts, human-machine interfaces, detailed design, processing logic, and external interfaces.

TSA – Transportation Security Administration.

2.02 SCOPE OF SERVICES AND CHANGES IN SERVICES

The services to be provided under this resulting Contract are specified in Article III, Scope of Services, with descriptions of the tasks to be completed, the reports to be furnished and other Contract requirements. JAA, without invalidating the Contract, may request additional services or make changes by altering, adding to, or deducting from the services, and the Contract will be adjusted accordingly, based on a mutually agreed upon negotiated price. Changes in the services and the Contract sum may only be changed by prior written agreement executed by the parties with proper authorization to do so.

2.03 RESULTING CONTRACT TERM

The resulting Contract term will be for project duration. All JAA Contracts are subject to the availability of budgeted funds.

2.04 INDEMNIFICATION

Any Contract resulting from the RFP will include the following provisions:

To the fullest extent permitted by law, the Respondent agrees to indemnify, defend and hold harmless JAA, its officers, agents, volunteers, and employees from and against all claims, damages, losses, and expenses, including but not limited to all fees and charges of engineer(s), architect(s), attorney(s) and other professional(s), court costs, or other alternative dispute resolution costs arising out of, resulting from, or otherwise but for the performance or furnishing of Respondent's work or services under this Agreement; provided that any such claim, damage, loss or expense is attributable to bodily injury, sickness, disease, death or personal injury, or property damage, including the loss of use or diminution in value resulting there from; but only to the extent caused in whole or in part by the actual or alleged negligent acts, errors, or omissions of the Respondent, Respondent's Subcontractor(s) or anyone directly or indirectly employed or hired by Respondent, or anyone for whose acts Respondent may be liable. JAA reserves the right, but not the obligation, to participate in defense without relieving Respondent of any obligation hereunder.

2.05 LIMITATION OF LIABILITY

Except for the Indemnification obligations of a party under this agreement, neither party shall be liable for any indirect, incidental, special, punitive or consequential damages, or any loss of profits, revenue, data or data use, and each party's maximum liability related to this agreement, whether in contract or tort, or otherwise, shall be limited to the total contract amount of the agreement.

2.05 INSURANCE

Respondent agrees to maintain, on a primary basis and at its sole expense, at all times during the life of this contract the following insurance coverages, limits, including endorsements described herein. The requirements contained herein, as well as JAA's review or acceptance of insurance maintained by Respondent is not intended to and shall not in any manner limit or qualify the liabilities or obligations assumed by Respondent under this contract.

Commercial General Liability: Respondent agrees to maintain Commercial General Liability at a limit of liability not less than $2,000,000 Each Occurrence. Respondent further agrees coverage shall not contain any endorsement(s) excluding nor limiting Product/Completed Operations, Contractual Liability, Cross Liability nor Professional Liability.

Business Automobile Liability: Respondent agrees to maintain Business Automobile Liability at a limit of liability not less than $1,000,000 (non-AOA access) Each Occurrence. Respondent further agrees coverage shall include liability for Owned, Non-Owned & Hired automobiles. In the event Respondent does not own automobiles, Respondent agrees to maintain coverage for Hired & Non-Owned Auto Liability, which may be satisfied by way of endorsement to the Commercial General Liability policy or separate Business Auto Liability policy. In the event the Respondent requires AOA access, then the Business Automobile Liability Limit will be not less than $5,000,000

Worker's Compensation Insurance & Employers Liability. Respondent shall maintain Worker's Compensation Insurance & Employer Liability in accordance with Chapter 440, Florida Statutes, as now or hereafter amended. Coverage shall be provided on a primary basis.

Additional Insured: Respondent agrees to endorse JAA as an Additional Insured with a CG2026 Additional Insured – Designated Person or Organization endorsement or similar endorsement, to the Commercial General Liability and Business Auto Liability. The Additional Insured shall read "Jacksonville Aviation Authority."

Waiver of Subrogation: Respondent agrees by entering into this contract to a Waiver of Subrogation for each required policy herein. When required by the insurer, or should a policy condition not permit Respondent to enter into an pre-loss agreement to waive subrogation without an endorsement, then Respondent agrees to notify the insurer and request the policy be endorsed with a Waiver of Transfer of Rights of Recovery Against Others, or its equivalent. This Waiver of Subrogation requirement shall not apply to any policy, which includes a condition specifically prohibiting such an endorsement, or voids coverage should Respondent enter into such an agreement on a pre-loss basis.

Certificate(s) of Insurance: Respondent agrees to provide JAA a Certificate(s) of Insurance evidencing that all coverages, limits and endorsements required herein are maintained and in full force and effect. Said Certificate(s) of Insurance shall include a minimum 30 day endeavor to notify due to cancellation or non-renewal of coverage. The Certificate Holder address shall read:

Jacksonville Aviation Authority
Risk Management Department
14201 Pecan Park Road
Jacksonville, FL 32218

Umbrella or Excess Liability: Respondent may satisfy the minimum liability limits required above for Commercial General Liability and Business Auto Liability under an Umbrella or Excess Liability policy. There is no minimum Per Occurrence limit of liability under the Umbrella or Excess Liability; however, the Annual Aggregate limit shall not be less than the highest "Each Occurrence" limit for the Commercial General Liability and Business Auto Liability. RESPONDENT agrees to endorse JAA as an "Additional Insured" on the Umbrella or Excess Liability, unless the Certificate of Insurance states the Umbrella or Excess Liability provides coverage on a pure "True Follow-Form" basis.

Right to Revise or Reject: JAA reserves the right, but not the obligation, to review and revise any insurance requirement, not limited to limits, coverages and endorsements based on insurance market conditions affecting the availability or affordability of coverage; or changes in the scope of work / specifications affecting the applicability of coverage. Additionally, JAA reserves the right, but not the obligation, to review and reject any insurance policies failing to meet the criteria stated herein or any insurer providing coverage due.

2.07 RESPONSIBILITIES OF THE RESPONDENT

A. A mandatory post award conference will be scheduled after the Contract is awarded which is normally held within 10 business days after contract award. The Respondent will furnish the performance bond, certificates of insurance, copies of licenses, permits and other items required by JAA.

B. The Respondent will begin the services as described in the Contract upon issuance of a written Notice to Proceed by JAA.

C. The Respondent is responsible for the professional services, technical accuracy, and timely completion of the work to be done, and for compliance with all terms and conditions of the Contract.

D. The Respondent will remain liable for all damages to, or incurred by, JAA caused by the Respondent's negligent performance of any of the services furnished under this Contract.

E. The Respondent represents that it is an independent Respondent and not an employee of JAA, nor are any of Respondent's employees performing services in furtherance of this Contract to be considered employees of JAA. The Respondent is responsible for any federal or state taxes applicable to this Contract and for complying with the requirements of all federal and state laws about income tax withholding, unemployment insurance and other insurance applicable and necessary for its employees. Employees of the Respondent will not be eligible for any Federal Social Security, State Worker's Compensation or unemployment insurance under this Contract except as employees of the Respondent.

F. The Respondent will designate in writing a qualified person(s) to act as its representative. The Respondent's Representative(s) will have authority to act for the Respondent in all matters covered by this Contract. The Respondent's Representative(s) will be authorized to submit written estimates and any changes to these estimates, make joint inspections with JAA Inspector at time designated by JAA and will be available to meet with JAA during the working hours of JAA and to answer questions for JAA Inspector and JAA Contracting Officer.

G. The Respondent will comply with all provisions of the Contract, and will not commence any additional work without submitting a written estimate of charges to the designated JAA Inspector. All charges over this estimate must be pre-approved in writing by JAA Inspector, or payment will only be made for only the original estimated amount.

H. The Respondent will have a competent Respondent's Representative on the job at all times when services are being performed with full authority from the Respondent and who is satisfactory to JAA.

I. If applicable, all employees/subcontractors/independent operators of the Respondent assigned to Jacksonville International Airport (JAX) must obtain a JAA Security Badge, at the sole expense of the Respondent. The Respondent will have the sole responsibility of complying with FAA guidelines, including but not limited to, requiring a 10 year employment history and background check, issuance and wearing of security badges. Any fines incurred by JAA for violations of any FAA regulations by Respondent employees will be charged to the Respondent, and if not promptly paid by the Respondent may result in termination of the Contract. Any employee of the Respondent found by JAA to have been issued a security badge in violation of FAA guidelines will be required to immediately surrender their badge and be removed from JAA property.

J. All personnel employed by the Respondent will be competent, trustworthy and properly trained. The Respondent and its employees will be required to comply with all the applicable regulations of JAA. JAA will require the Respondent to remove from JAA property all employees deemed careless, incompetent, or otherwise objectionable and/or detrimental to JAA interests. All personnel assigned to JAA must understand and clearly speak English.

Any vehicles used by Respondent employees will have the company name clearly visible with a sign on the side or with an easily readable placard or sign in the front window and will only be parked in designated parking areas. All items brought into the JAX Terminal or moved into security zones must be cleared through the applicable security control checkpoints.

K. In addition to all JAA security rules and regulations, which will be provided to the Respondent at the post award conference, the Respondent will inform their employees, and ensure their compliance with the following:

(1) No guns, knives or other weapons are allowed on JAA premises.

(2) No drugs or other prohibited substances, including alcohol, are allowed on JAA premises.

(3) All building regulations concerning smoking.

L. The Respondent is responsible for the repair or replacement cost of any damage to JAA property. Failure to report the same within the specified time may be cause for termination of this Contract. The Respondent is responsible for reporting, in writing, within twenty-four (24) hours the occurrence of damage to property of JAA or its tenants. Failure to report the same within the specified time may be cause for termination of this Contract.

M. The Respondents/Subcontractors/Independent Operators employees will not be assisted or accompanied by non-employees during the performance of the Scope of Services.

N. The Respondent will furnish all equipment and supplies necessary to perform the services of the Contract.

O. The Respondent is liable for any expense incurred as a consequence of any traffic infraction or parking violations attributable to employees of the Respondent.

P. The Respondent agrees that its vehicles, cargo, goods, and other personal property are subject to being inspected and searched when attempting to enter or leave and while on JAA property at the sole discretion of JAA. This is for the protection of users of the Airport.

2.08 WARRANTY – MINIMUM REQUIREMENTS

In the performance of the Scope of Services under this solicitation, the Respondent and its employees and/or Subcontractors shall exercise the degree of skill and care required by customarily accepted good practices and procedures in the industry. All services under this solicitation are warranted as described in the warranty section below. If any failure to meet the foregoing warranty appears, the Respondent shall again perform the services directly affected by such failure at the Respondent's sole expense.

2.09 RESPONSIBILITIES OF THE JAA

A. At the post award conference, JAA will provide a list of personnel, with phone numbers, who are designated as JAA contacts. The list will be updated as necessary.

B. JAA will promptly notify the Respondent, or his designated representative of any problems encountered during the Contract term and will arrange for a meeting to resolve issues.

2.10 COMPENSATION

Compensation will be paid in accordance with the Respondent's quotation price submitted on the Proposal Form and accepted by JAA, subject to post quotation negotiations, value engineering, etc. The invoice, which must reference the purchase order number, should be mailed to JAA, Attn: Accounts Payable, 14201 Pecan Park Road, Jacksonville, FL 32218. Invoices may also be submitted via email to: accountspayable@flyjacksonville.com. Invoices will be processed in accordance with normal JAA procedures, which is 30 days net after receipt of an approved invoice. JAA, at its sole discretion, may authorize advance payments, deposit or partial payments.

2.11 ACH PAYMENT PARTICIPATION ACKNOWLEDGEMENT

JAA is endeavoring to process its accounts payable transactions even more efficiently through the Automated Clearing House (ACH) payment method. In order to increase the speed in which payments are made, the JAA / ACH "Quick Pay" Electronic Funds Transfer Initiative has been established. Submitting a quote in response to this solicitation shall represent an acknowledgement that, as a condition precedent to Respondent receiving an award in this matter and receiving payments thereunder, Respondent will complete and return JAA's ACH Authorization Form, a draft copy of which is attached hereto as **Appendix 8.** JAA will make every effort to secure the information obtained through this initiative in accordance with Florida Law, under which banking information and account numbers are currently considered confidential and exempt from public record.

PLEASE BE ADVISED THAT JAA'S ACH AUTHORIZATION FORM SHOULD NOT BE COMPLETED AND SUBMITTED AS PART OF RESPONDENT'S BID OR PROPOSAL DOCUMENTS.

The completion and return of JAA's ACH Authorization Form is only required if Respondent is notified of a potential award, at which time an actual copy of the form will be provided. If it has previously completed and returned this form and there has been no changes to the information contained therein, Respondent shall provide JAA written notice and documentation of the same.

2.12 PERMITS AND LICENSES

Work permits and licenses necessary to carry out the services will be secured and paid for by the Respondent and remain in effect throughout the duration of the Contract.

2.13 JAA'S RIGHT TO TERMINATE THE RESULTING CONTRACT

The resulting Contract may be terminated by JAA in accordance with this clause whenever JAA determines that such termination is in the best interest of JAA. Such termination will be effected by a 30 day prior written notice to the Respondent stating the date upon which such termination becomes effective.

JAA may immediately terminate the Contract should the Respondent have repeated and sustained Federal Aviation Administration (FAA) and / or Transportation Security Administration (TSA) security regulation violations or as determined by JAA.

Unsatisfactory performance by the Respondent may result in immediate cancellation of the Contract. If such Contract is terminated, JAA reserves the right to open negotiations with the next rank Respondent until a successful completion of negotiations and execution of a Contract.

Termination of the Contract in accordance with its agreed termination provisions will not give rise to any claims of improper termination, termination in bad faith, or the like or to the payment of any compensation, recoupment of expenditures made by Respondent pursuant to the Contract, or the like predicted in such termination.

The Contract is always subject to availability of budgeted funds.

2.14 PARTIAL RELEASE OF RETAINAGE UPON REQUEST

The JAA agrees to reasonably review a request by the contractor for partial release of retainage over the course of the project. Such request will be made to the project manager, and will set forth the reasons for the request. The JAA may authorize partial release of retainage if the contractor is making satisfactory progress in completion of the milestones in compliance with the agreed up schedule. In no event will total retainage held by the JAA go below 8% of the balance remaining to be paid under the contract.

2.15 ASSIGNMENT

The Respondent will not assign or otherwise transfer its rights under the Contract without the prior written consent of JAA, nor will the Respondent assign any monies due or to become due to him hereunder, without the prior written consent of JAA.

2.16 SUBCONTRACTORS

If Subcontractors are to be used, the Respondent will, as soon as practicable after signing the Contract, notify JAA in writing the names of Subcontractors proposed for the work. Subcontractors will not be employed unless and until they are approved by JAA. The Respondent is as fully responsible to JAA for the acts and omissions of its Subcontractors and of persons either directly or indirectly employed by them, as he is for the acts and omissions of persons directly employed by him. It is the responsibility of the Respondent to ensure that Subcontractors comply with all terms and conditions of this Contract. Nothing contained in the Contract documents creates any contractual relationship between the Subcontractors and JAA. JAA recommends that all Subcontractors enter into a formal Contract with the prime Respondent that clearly lists all of the agreed upon conditions.

2.17 PROMPT PAYMENT TO SUBCONTRACTORS AND SUPPLIERS

Generally, when the Respondent receives payment from JAA for labor, services or materials furnished by Subcontractors and suppliers hired by JAA, the Respondent shall remit payment due (less proper retainage) to those Subcontractors and suppliers within fifteen (15) calendar days after Respondent's receipt of payment from JAA. Nothing herein shall prohibit Respondent from disputing, pursuant to the terms hereof, all or any portion of a payment alleged to be due to its subcontractors and suppliers. In the event of such dispute, the Respondent may withhold the disputed portion of any such payment only after Respondent has provided notice to JAA and to the Subcontractor and supplier whose payment is in dispute, which notice shall: (i) be in writing; (ii) state the amount in dispute, (iii) specifically describe the actions required to cure the dispute, (iv) be delivered to JAA and to the said Subcontractor or supplier within 10 calendar days after the Respondent's receipt of payment from JAA. The Respondent shall pay all undisputed amounts due within the time frames specified in this section.

2.18 SAFETY STANDARDS

It is the intent that all specifications are in full and complete compliance with all Federal and State of Florida laws and regulations that apply to the type and class of equipment being provided or services being performed. This includes, but is not limited to, Occupational Safety and Health Administration (OSHA) and Environmental Protection Agency (EPA) standards, and Florida requirements for external noise control that apply to the type and class equipment being provided or services being performed. If an apparent conflict exists, the Respondent must contact JAA immediately. In addition, any Federal and State legislation which should become effective regarding equipment safety will immediately become a part of this contract. Respondent will have the option to meet or exceed any such safety standard.

2.19 CHANGES IN PERSONNEL

The Respondent will notify JAA contact in writing, prior to affecting a personnel change concerning the personnel assigned to the Contract. JAA will have the right to reject any personnel assigned to perform work under this Contract.

2.20 NO INDIVIDUAL LIABILITY

No member, officer, agent, director or employee of JAA or Respondent will be charged personally or held contractually liable by or to the other party under the terms or provisions of the Contract or because any breach thereof or because of its or their execution or attempted execution.

2.21 ARTICLE/SECTION HEADING

The article and section headings contained in this RFP are included for convenience only and are not to be considered a part hereof or affect in any manner the construction or interpretation of the RFP.

2.22 ORDER OF PRECEDENCE

In the event of any conflict between the provisions of the Contract, the provisions of JAA's RFP Number 16-09-24001 and Respondent's Proposal, referred and incorporated in the Contract, said provisions will be given preference in the following order: 1) the Contract; 2) JAA's RFP Number 16-09-24001, 3) Respondent's Proposal, and 4) the Purchase Order.

2.23 GOVERNING LAW AND VENUE

The venue of any legal action brought by or filed against JAA relating to any matter arising under this solicitation or the resulting Contract will be exclusively in the appropriate court, sitting in Duval County, Florida that has jurisdiction over such legal action. This solicitation and the resulting Contract will be governed by and interpreted under the laws of the State of Florida.

2.24 NONWAIVER

Failure by either Party to insist upon strict performance of any of the provisions of this Contract will not release either Party of any of its obligations under the Contract.

2.25 ENTIRE AGREEMENT

This Contract is the entire agreement of the Parties and the Parties are not bound by any stipulations, representations, agreements, or promises, oral or otherwise, not printed or inserted in this Contract. Respondent agrees that no representations have been made by JAA to induce the Respondent to enter into the Contract other than as expressly stated in this Contract. This Contract can neither be changed orally, nor by any means other than by written amendments expressly referencing this Contract and signed by all Parties hereto.

2.26 PROPRIETARY INFORMATION

In accordance with Chapter 119 of the Florida Statutes (Public Records Law), and except as may be provided by other applicable State and Federal Law, all Respondents should be aware that the RFP's and the responses thereto are in the public domain. However, the Respondents are requested to identify specifically any information contained in their proposals, which they believe to be exempt from disclosure, citing specifically the applicable exempting law. JAA will consider a Respondent's opinions regarding the applicability of Chapter 119, Florida Statutes, but shall not be obligated to concur in such opinions, and shall have no liability to a Respondent for making public any information contained in a Proposal. All Proposals received from Respondents in response to the RFP will become the property of JAA and will not be returned to the Respondents. In the event of Contract award, all documentation produced as part of the Contract will become the exclusive property of JAA.

2.27 TIME REQUIREMENT

For every requirement of this solicitation and the resulting Contract, time is of the essence.

2.28 DAMAGES

The Respondent acknowledges that it can be compensated adequately by money damages for any breach of the Agreement that may be committed by JAA. The Respondent agrees that no default, act or omission of JAA shall constitute a material breach of the Agreement entitling the Respondent to cancel or rescind the same or to suspend or abandon performance thereof; and the Respondent hereby waives any and all rights and remedies to which the Respondent might otherwise be entitled to because of any wrongful act or omission of JAA, saving only the Respondent's right to money damages.

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ARTICLE III – SCOPE OF SERVICES

3.01 GENERAL OVERVIEW

JAA owns and operates the Jacksonville Airport System which consists of the Jacksonville International Airport serving the commercial passenger and air cargo aviation needs of Northeast Florida and Southeast Georgia; Jacksonville Executive Airport at Craig, serving corporate and general aviation; Herlong Recreational Airport, serving the recreational and sport flyer; and Cecil Airport, ideally suited for major aircraft maintenance, repair and overhaul.

As the owner and operator, JAA intends to replace its current legacy Parking Access and Revenue Control System (PARCS) at the Jacksonville International Airport with current industry standard hardware, software, and equipment. This scope of work includes all design, material, labor, equipment, services, and training that is necessary to fully implement the system.

All aspects of the PARCS are subject to PCI merchant requirements. The Contractor is required to be experienced with PCI compliance and to ensure that all aspects of the installed PARCS are compliant. The new system should support current parking function and logistics, with additions where noted. The system should be capable of utilizing system generated tickets (barcode preferred) as well as Proximity-card and AVI. The system should include a Ground Transportation Activity and Premier Parker Program. Promotional programs including coupons or other special rates, and corporate rates programs and a Frequent Parker Program is highly desirable.

All current PARCS equipment (excluding AVI readers which is included in optional bid) and loop detectors shall be replaced as part of this scope of work (see ***Appendix 1*** for JIA Lot Descriptions).

3.02 SCOPE OF SERVICES

A. Entry Stations

Each Entry Station shall consist of the following components and capabilities:

- Access door with appropriate tamper-resistant locking system (all entry stations will be keyed alike, and unique to this installation).
- Single slot in the Entry Station's face. (No credit card in)
- Issuance of one credit card-sized parking ticket that is side-striped or center striped, and is magnetically encoded or barcoded for each entry transaction.
- Active color matrix message screen, minimum six inch diagonal display that is easily readable in all ambient lighting conditions.
- Utilize visual instructions for patrons to understand the sequence of events to complete a transaction.
- Push-button ticket issuance.
- Illuminated ticket slot.
- Push-button intercom integrated into the face of the Entry Station.
- Preferred option is to include a camera into the face of the Entry Station.
- Retractable ticket mechanism and separate bin to collect retracted tickets.
- Uniquely encoded parking tickets printed for each specific parking area.
- Unique machine identification number.
- Proximity Card Reader with a minimum read range of six inches integrated into the face.
- Shall hold a minimum of 5,000 tickets.
- Cabinets: Owner to select color; to fit in existing spaces without significant modifications to curbs, bollards, etc. Cabinets must be designed to withstand typical north east Florida climate, using exterior grade materials, etc. and should open away from traffic lanes.
- Shall possess an internal clock function that is periodically synchronized with the PARCS servers as required to maintain overall time synchronization. The clock shall have the ability to automatically adjust for daylight savings time and leap years via the PARCS.
- Equipment shall use IP communications.
- Stand-alone capabilities for each Entry Station in the event that network communication is lost. Specifically, each Entry Station shall provide offline transaction storage capacity for all

transactional information for a minimum of 1,800 transactions. Entry Station shall automatically upload all transaction information to the Servers once communications are restored.

- All equipment shall comply with current ADA requirements.
- Automated Vehicle Identification (AVI) programming.
- Ticket Stock Low alarm generated on PARCS.
- Ticket Stock Out alarm generated on PARCS.
- UPS battery backup (optional).
- 120 VAC/60Hz grounded power.

B. Cashier Stations

All cashiered lanes shall be dual-use such that they are capable of operating in a cashiered mode through the cashier station or in an unattended mode through the express exit station. The lane operating in unattended mode shall operate in the same manner as an express exit lane as stated in section 3.02C below.

Each cashier station shall be equipped with the following components and capabilities:

- Cashier terminal is equipped with integrated credit card functionality
- Fee computer shall operate only when a cashier is individually logged onto the system.
- Ticket reader/validator that accepts standard readable cards, magnetic stripe or barcode parking tickets, validations, and credit cards.
- Capability to process acceptable payment methods (cash, credit cards, checks).
- Capability to cancel a transaction before completion.
- Receipt printer that is capable of producing receipts for a transaction. Duplicate receipt function shall be a user selectable feature that can be disabled, if desired. Receipt printer inside cashier booth shall automatically be disabled when cashier is not present. Customers shall be given the option for a receipt for all transactions (no auto-issued receipts).
- The PARCS shall implement cashier booth fee displays that are easy to read and mounted on the exterior of the cashier booths.
- Dual cash drawer operation (relief cashier shall operate out of their own cash drawer) with removable, lockable inserts.
- Stand-alone capabilities for each Cashier Station in the event that network communication is lost. Specifically, each Cashier Station shall provide offline transaction storage capacity for all transactional information, including storing encrypted credit card data, for a minimum of 1,800 transactions.

C. Express Exit Stations

Each Express Exit Station shall be equipped with the following components and capabilities:

- Access door with appropriate tamper-resistant locking system (each express exit station will be keyed alike, and unique to this installation).
- Ticket reader/validator that accepts standard readable cards, magnetic stripe or barcode parking tickets, validations and credit cards through the same single slot that shall print a patron credit card receipt that requires no signature.
- The system shall utilize IP protocols.
- Customers shall be given the option for a receipt for all transactions (no auto-issued receipts).
- A configurable timeout function for receipt request shall be initially set for 20 seconds or until the next ticket is inserted.
- Capacity to hold two full stacks of receipt tickets.
- Receipt Stock Low alarm generated on PARCS.
- Receipt Stock Out alarm generated on PARCS.
- Active color matrix display, minimum size six inches measured diagonally, shall be readable in all lighting conditions.
- Utilize visual instructions for patrons to understand the sequence of events to complete a transaction.
- Cancel button that allows a patron to cancel a transaction once a parking ticket has been inserted.
- Secured switch for activating/deactivating all lane equipment. A computerized LCIP to control equipment component communications within the lane and to the Servers utilizing TCP/IP.
- Stand-alone capabilities for each Express Exit Station in the event that network communication is lost. Specifically, each Express Exit Station shall provide offline transaction storage capacity

for all transactional information, including encrypted credit card data, for a minimum of 1,800 transactions. Express Exit Station shall automatically upload all transaction information to the Servers once communications is restored.

- Proximity Card Reader with a minimum read range of six inches integrated into the face of the Express Exit Station.
- Preferred option to include a camera into the face of the Express Exit Station.
- All equipment shall comply with current ADA requirements.
- Automated Vehicle Identification (AVI) programming.
- Push-button intercom integrated into the face of the Express Exit Station.
- UPS battery backup (optional).
- 120 VAC/60Hz grounded power.

D. Entry and Exit Vehicle Detection Devices

Vehicle detectors shall be intelligent detectors with directional logic where required herein. Detectors shall contain microprocessor logic to differentiate direction of traffic flow, and can send a violation alert signal when a vehicle backs out of lane. Detectors shall:

- Saw cut or embedded loops shall be used for entry and exit lane vehicle detection (use existing)
- Automatically maintain peak sensitivity regardless of rain or other environmental conditions. Different sensitivity settings shall be provided to allow tailgating vehicles of varying height and size to be optimally detected.
- Have a three-position frequency switch. No two frequencies shall be same, to prevent crosstalk or interference between loops in proximity of each other.

E. Barrier Gates

JAA prefers that the gates provided under this project be Magnetic Autocontrol™ or of equal quality and functionality.

- Gates shall be capable of reporting gate status (gate up, gate down, gate broken or missing, etc.) and vend signals to the lane devices or directly to the PARCS.
- Ability to have three loop configuration.
- Auto rebound feature.
- Single piece gate arm or articulated as required by height limitations.
- Ability to set gate to lock up, auto or off.
- The gate should be capable of receiving commands from both the local lane device and remotely from an authorized PARCS user (i.e. Supervisor).
- An appropriate system status message shall be recorded when a gate status message is effected either through the in-lane control panel or through a remote command.

F. Non-Resettable Counters

All entry and exit lanes shall provide non-resettable counters mounted on the entry and exit devices in a manner that allows the counter to be read without opening the device. The counter shall increment each time a ticket is processed, each time a credit card ticket is processed, and each time an access credential is used to enter or exit the facility.

G. Intercom System

As a subsystem of the PARCS an intercom system shall be provided to accommodate patron communication between various lane device locations and the parking operations office.

- All calls shall be directed back to the parking office for operations staff to address.
- The communication intercom system shall utilize voice over IP protocols.
- Remote intercom call stations shall be furnished at all entry and exit lanes. Intercoms shall be located so that they can be easily accessed from open window of standard passenger vehicle. Intercoms shall include "Press for Assistance" signs and visual verification that the intercom has been activated. Intercom system shall comply with current Americans with Disabilities Act requirements.

H. Patron Fee Display

A Patron Fee Display (PFD) shall be used to indicate only the fee due. The PFD Enclosure shall be NEMA Type IV weather resistant or equivalent, and shall be mounted on the exterior of the cashier booth and be easy to read. The PFD shall display amount due until the closing loop is activated.

I. Duress Alarms

A duress alarm shall be provided through the fee computer in each cashier booth with communication provided to the Police Department.

When activated, the cash drawer opens and a duress call is made automatically to the police. The Contractor shall describe in the proposal the duress alarm process and functionality.

J. Lane Open/Closed Signs

Signs shall be single message LED. Signs shall be provided at all ticket entry lanes and shall be mounted by the ticket dispenser. Sign shall be activated automatically or manually by PARCS. JAA requires various signs to be replaced as described in Appendix 2.

K. Proximity Card-Based Parking

The ability to use proximity cards as an access media shall be provided to accommodate both public parking and employee parking.

i. Entry Lane—Proximity Card

Upon verifying the user's account the reader/entry device shall verify the anti-passback status of the user's access media and if valid, issue an "open" command to the barrier gate, and disables ticket functionality. Once the vehicle has exited the lane, the gate shall close automatically.

ii. Exit Lane—Proximity Card

Upon exit the proximity-card reader should detect the presence of a valid and authorized proximity-card. Upon verifying the user's account the reader or lane device shall verify anti-passback status and if all information is correct, issue an "open" command to the barrier gate. Once the vehicle has exited the lane, the gate shall close automatically.

iii. AVI-based Parking

Entry and Exit lanes shall also support the use of Automatic Vehicle Identification (AVI) whereby vehicles are equipped with dedicated short range communication (DSRC) transponders which communicate with lane antenna and readers mounted in the lane. The processing and functionality is identical to that pervious described for proximity-card usage.

The Airport Authority currently utilizes AVI readers/antennas at several locations. These subsystems are provided by TransCore. It is the Authority's desire to continue to use the current AVI equipment.

L. Patron Entry Parking

i. Ticket Entry Procedures

The following shall take place for all entry events:

- When the entry lane arming loops are not activated, the screen shall display the JAX Int'l Airport's logo, date, and time.
- When the vehicle activates the arming loops, the message on the Entry Station's display shall read "Press Button for Ticket".
- When a patron presses the ticket issue button, no other entry method is allowed at that point and the Entry Station shall issue a uniquely numbered parking ticket while an audible signal shall sound. The Entry Station shall dispense a magnetically encoded or bar code imprinted parking ticket and print on the ticket the year, month, day, entry time (hour/minute/second), facility code, lane number, entry sequence number, unique transaction number, and unique machine number. Abbreviations are acceptable; time stamps shall be in 24-hour, military time.
- Upon clearing the barrier gate's closing detector, the barrier gate arm shall lower to the closed position and reset the lane for a subsequent transaction.
- The barrier gate's counter shall increment by a count of one.
- The entry event shall be validated and the associated data with the entry event shall be stored.
- The Parking Space Count System shall decrement the number of available spaces by a count of one from the appropriate facility, Hourly Parking, Daily or Daily Surface Parking.

Transaction specific procedures are required in addition to those listed above. The transaction specific entry procedures and procedures for abnormal events are detailed below.

ii. Back out at Entry

If a patron pushes the ticket issue button and backs out of the lane without retrieving the ticket the barrier gate shall remain closed and the ticket shall be retracted and retained in the Entry Station. The ticket shall be invalidated by the entry station and within the system to prevent future use. The back out entry event shall be stored in the system and the lane shall reset for a subsequent transaction.

iii. Stolen Ticket at Entry

If a patron pushes the ticket issue button, retrieves the ticket, and then backs out of the lane the barrier gate shall automatically return to the closed position (no timed delay to lower the barrier gate arm to the closed position shall be acceptable), the ticket shall be invalidated within the system, and an alarm shall be generated. The stolen ticket entry event shall be stored in the system. The ticket shall not be allowed to be processed at any exit.

iv. Express Exit Lane Procedures

The following shall take place for all normal exit transactions at an Express Exit Lane:

- When the Express Exit Lane arming loops are not activated, the patron's display screen in the Express Exit Station shall display the JAX Int'l Airport's logo, date, and time.
- After activating the arming loops, the display reads, "Insert Ticket".
- Once the parking fee is calculated, the parking fee shall be displayed on the Patron's Display.
- The patron presents a credit card.
- During credit card authorization, the display shows the message "Processing, Please Wait" or similar appropriate message.
- The station gives the option to print the patron receipt, if selected the display reads "Please Take Receipt", and the station produces an audible "beep", the display reads "Thank you", or similar appropriate message and the barrier gate rises.
- Vehicle crosses the closing loop, the barrier gate closes, and the lane resets for the next transaction.
- The barrier gate's counter increments by a count of one.
- The ticket is moved from active ticket inventory to inactive ticket inventory, and the PARCS increases the number of available spaces by a count of one for the appropriate facility, Hourly, Daily or Daily Surface Parking.
- Transaction specific procedures are required in addition to or in place of those listed above. The transaction specific exit procedures and procedures for abnormal or unique events are detailed below.

v. Express Exit - Invalid Credit Card Presented for Payment

- After fee is displayed, an invalid credit card is inserted or presented and the display shows the message "Processing, Please Wait".
- If authorization is declined, an appropriate message is displayed.
- The ticket remains in the Express Exit Station and the display alternates between displaying the fee and the message "Present Credit Card for Payment".
- Once the patron presents a valid credit card for payment, the transaction continues as a normal exit transaction.
- If the patron does not have a valid credit card, they must push the intercom for assistance.

vi. Express Exit - Exit Within Grace

A zero dollar fee is displayed, and the barrier gate rises. The display reads "Thank you". Once the gate rises, the transaction continues as a normal exit transaction.

vii. Express Exit - Unreadable Ticket Transaction

- Ticket is inserted into the ticket slot. The ticket cannot be read by the Express Exit Station and is returned through the ticket slot. The display reads "Ticket Unreadable, Press Intercom Button for Assistance".
- The patron pushes the intercom button and is connected to a supervisor. After the patron informs the supervisor that their ticket is unreadable, the supervisor is able to use a workstation to transmit the entry information to the Express Exit Station. The correct fee is calculated and displayed. The display reads "Present Credit Card for Payment".
- The system should provide a method for reconciling unreadable ticket transactions. The station prints a receipt, if selected, and the transaction continues as a normal exit transaction.

viii. Express Exit - Attempt to Exit with Stolen Ticket

- Stolen Ticket is inserted into the ticket slot, the ticket is identified as a Stolen Ticket, appropriate alarm generated by the system, and the message "Ticket Invalid, Press Intercom Button for Assistance" is displayed.
- The patron presses the intercom button and the supervisor verifies (via the stolen ticket alarm) that the transaction is a stolen ticket.
- From the workstation, the supervisor transmits the entry information to the Express Exit Station. The correct fee is calculated and displayed and the Stolen Ticket is retained by the Express Exit Station.
- The system should provide a method for reconciling stolen ticket transactions. After fee is displayed, the transaction continues as a normal transaction.

ix. Express Exit - Exit with Validation

- After fee is displayed, a validation ticket is inserted into the ticket slot or the patron's re-encoded parking ticket is inserted into the ticket slot and the discount is applied to the parking fee due based on type of validation (either dollar value or time value).
- The display updates to show the reduced fee due.
- If the entire fee due is validated, then the barrier gate rises and the transaction continues as a normal exit transaction.
- If the validation does not satisfy the entire parking fee, the patron must present a credit card to complete payment and the transaction continues as a normal exit transaction.

x. Cashiered Exit Lane Procedures

All transactions processed at a Cashiered Exit Lane in unattended mode shall follow the same procedures as those for transactions at an Express Exit Station described above.

For attended mode:
The cashier drawer shall only open for those transactions that require cashier intervention (i.e. cash transactions, check transactions, etc.). For those transactions that do not require cashier intervention (i.e. credit card transaction, grace ticket, full validation transaction, etc.) the cashier drawer shall remain closed.

Normal transactions at a Cashiered Exit with a cashier present shall follow the procedures described below.

- When a ticket is presented and processed, the patron fee display and cashier terminal displays the fee due.
- After the parking fee is satisfied, the receipt is printed through the cashier terminal receipt printer, if requested. Patron receives their receipt, and the barrier gate rises.
- When the vehicle crosses the closing loop, the barrier gate closes and the station resets for the next transaction.
- The barrier gate's counter increments by a count of one.

- The ticket is moved from active ticket inventory to inactive ticket inventory, and the PARCS increases the number of available spaces by a count of one for the appropriate facility.

Transaction specific procedures are required in addition to or in place of those listed above. The transaction specific exit procedures are detailed below.

Exit Within Grace

A message is displayed on the cashier terminal to inform the cashier that the ticket is a grace ticket and cashier must confirm the transaction.

After the cashier confirms the transaction, the barrier gate rises and the transaction continues as a normal exit transaction.

Lost/Stolen Ticket Transaction

Reference Lost/Stolen Ticket Transaction above.

Unreadable Ticket Transaction

Reference Unreadable Ticket Transaction above.

xi. AVI and Proximity-Card Only Exit Lane Device

At several exit lanes throughout the facilities, exit lanes will provide egress to employees, ground transportation, Frequent Parker Program (if applicable) and Premier Parker patrons. These lanes shall be configured to accommodate the processing of AVI or Proximity-Card (see Appendix 4 for specific lane configurations).

For AVI or Proximity-Card usage the patron will present their card to the Exit Lane reader where the lane device will validate the information and process the transaction. If validated by PARCS the lane device will send a vend command to the gate and allow the patron to exit the lane.

M. General PARCS Requirements

i. Parking Rate Structure and Management

The parking rate structure shall be programmable with the ability to accommodate the following:

- A minimum of six fee structures for each lot/facility of which have 3 rate increments or blocks for each of up to 60 fee segments. Each block is an amount to be charged, duration for that charge and number of times that duration and charge is to be repeated over each 24 hour period of stay (see Appendix 3 for map).
- Automatic adjustment for daylight savings time and leap year in fee calculations.
- 24 hour maximums.
- Configurable grace time parameters with the initial configuration set at ten minutes for each lot.
- Shall be capable of being programmed with "holiday rates" (rates with limited duration, pre-programmed to commence and expire automatically). Holiday rate tables shall be capable of being deployed on a lot by lot basis.

ii. Alarms

Warning alarms are required within the PARCS to alert parking manager of atypical lane activity, equipment malfunctions, equipment vandalism, lot occupancy thresholds, and insertion of stolen, void, or back-out ticket at Automated Pay Stations. These alarms are to be visual and audible at each computer workstation provided. A daily log report shall be produced which identifies all system alarms as reported to parking manager.

iii. Audit and Reporting

Data shall maintain 12 months of on-line data of all PARCS data. This data shall be readily accessible without any delay in processing. Long term data shall have the ability to archive all summary data for up to five years with simple retrieval capability.

The PARCS should be able to produce scheduled and on-demand reports.

The PARCS shall allow the JAA to establish "virtual midnight" for ending the day's credit card processing for each facility (currently 2:00 am). The ability to establish virtual midnight shall be a JAA responsibility that follows applicable instruction and training of JAA personnel by the Contractor.

Provide electronic event journal that can be accessed by a supervisor from a PARCS workstation during a cashier shift and following shift close to perform cashier closeout.

JAA prefers the ability to query, filter, and sort transactions by 1. date/time, 2. location, 3. ticket id, 4. vehicle license plate number, 5. field device unique identifier, 6. parking fee, 7. transaction type, 8. exception, 9. validation type, or 10. cashier, etc.

Below are the minimum reports. The system must be able to generate/query reports which can be set by JAA and management users. Please include sample and/or screen shots of all reports in the proposal. JAA strongly prefers to export all query results to multiple formats including comma-separated-value, Microsoft Excel©, or as a PDF file, etc.

Daily Revenue Across all Facilities
Daily lane report
Daily Total Transactions
Daily Transactions by Type
Daily Credit Card Transaction by Card Type, Lot and Merchant ID
Daily Validations
Shift Reports
Daily Validations by Facility/Type/Amount/Cashier
Proximity and/or AVI Card Reports
Occupancy (including the peak occupancy over a given timeframe)
Length of stay
Revenue statistics
Gate Open Report – For manual gate raises
Lost Ticket Transactions Tracking Report (available in daily, monthly, and yearly)
Maintenance report specific to time & device
Cashier All Transactions
Cashier Cancelled Transactions
Instantaneous (access card) presence check
All transactions for a specific device
Cashier Lost & Unreadable details
Free of charge ticket for cashiers
Insufficient Funds
Ticket by rate
Ticket Sequence Report
Monthly Ticket Value Report
Outstanding Ticket Report
Stolen Ticket List
Projected Revenue – current value of outstanding tickets

iv. Additional PARCS Features

The system shall manage and administer both AVI and Proximity-Card technologies. The System shall control access for the following distinct user groups:

- Owner vehicles requiring free and fast ingress and egress parking facilities.
- Monthly parkers who will prepay for parking on a monthly basis and have unrestricted in and out privileges.
- Frequent Parker Program (Optional Bid Item)
- Special rates programs (i.e. corporate rates) that can be centrally charged to a credit card on file or a master account.
- Ground Transportation Access (Pre-Arranged Lot and Commercial Lane). Pre-arranged parkers pay a flat rate plus additional fees for each entry into the facility plus an overtime fee for any time beyond the configurable grace period.
- Employee Parking

The System shall:

- Individually recognize and process at least 5,000 ACS users at all reader locations.
- Have at least 16 configurable access levels.
- Provide anti-pass back control.

The system, independently and in concert with PARCS, shall:

- Issue and register proximity/AVI cards.
- Allow searching, sorting, exporting and printing of data by any field.
- Issue Necessary Reports:

  Activity Usage Reports – Provide a chronological list of Proximity/AVI usage and include date, time, card number, and location of entries and exits.

  Count Reports – Monitor and report counts of Proximity/AVI holders present on hourly basis by group, lot and total occupancy. Track occupancy and report peak occupancy during each hour to PARCS. Provide for reports to show daily and/or weekly peak occupancy by access level, group or lot.

  Active Card User Report – A listing of all cards that have access into or out of facility whether they are owner, courtesy maintenance, or revenue generating.

- Revenue Report shall separate revenue by type of payment (prepayment, monthly billing or credit card) and shall indicate the Proximity/AVI ID device number(s), account number(s), and month(s) for which payment was received.
- Credit card number shall be "on file" rather than swiped for each transaction. Credit card file access shall restricted based on user role.
- An Accounts Receivable package shall handle all normal accounting functions associated with Proximity/AVI revenue.
- System shall provide automatic real-time monitoring of Proximity/AVI usage
- System shall include proper approvals for special transactions in order to create an audit trail and proper supervision of any discounts or changes.
- System shall allow JAA users with appropriate role to change rate structures and selectively activate trips charges, dwell time charges, separate rate structures for routing and anti-pass back violations.
- System shall have capability of monitoring and reporting of alarm conditions to PARCS.

v. Parking Space Count System

The Contractor shall provide and install a Parking Space Count Subsystem designed to accurately and continually collect, store, maintain, and report real-time counts of vehicles, and by derivation, available or occupied parking spaces, within each facility. The Contractor shall provide all application software and interfaces necessary for full and proper functionality for the subsystem generally, as well as, all subsystem devices and components, including but not limited to, any logic controllers or other modules or devices.

Every vehicular entry or exit lane from each area or floor designated as a zone shall serve as a counting location. Each counting location shall be equipped with two vehicle detection loops to provide directional logic at each location and shall transmit counting pulses to PARCS. Each entering vehicle shall subtract a count of one from number of available spaces. Each exiting vehicle shall add a count of one to number of available spaces. Directional logic shall be installed so that a vehicle entering an area through an entrance lane or through an exit lane shall be counted as an inbound vehicle. Vehicle exiting an area through an exit lane or through an entrance lane shall be counted as an outbound vehicle.

Total number of parking spaces within areas shall be field programmable. Number of available parking spaces within each area shall be tracked and displayed, upon demand, on computer monitor(s). Anti-coincidence packages shall be provided which accurately monitors entering and exiting traffic that may occur simultaneously.

Each area shall have two programmable thresholds. One threshold shall be used to trigger "full status". When full status is reached count system shall operate in one of two modes, selectable by JAA. Mode 1 signals an alarm and relies on human intervention to activate appropriate dynamic signs and gate status changes. Mode 2 automatically activates appropriate dynamic signs and gate status changes. Second threshold shall be used to trigger "open status". Two operating modes also apply to open status threshold. Software shall allow for manual overriding of "full status" of each area. The count subsystem shall maintain and display separate differential counters for each parking facility, lot or zones within a facility, each with the following:

- Total vehicles present
- Total public patrons present
- Total public space available
- Total PARCS space available

The Space Count subsystem shall be capable of being configured to manually or automatically disabling ticket dispensers at entry lanes when a facility is full. Full status shall be capable of being overridden from the PARCS.

The Space Count subsystem shall be capable of automatically activating any and all existing electronic signs (as detailed below), individually controlling lots, facilities, or zones within lots. This includes pedestal mounted "FULL" signs, lane control lights, exterior message lights, and dynamic signage on roadways or ramps.

The Space Count subsystem shall maintain for each entry and exit lane:

- Counts of illegal entry/exit for each lane.
- Vends, loops and gate counts.

System shall store lane, facility, and zone counts at hourly intervals in daily files. This data shall be available for specialized reports to analyze garage utilization and activity levels.

The count system shall provide, display, and compare three separate counts related to each transaction. At exit lanes the fee computer vend count must be compared to the directional loop count and to the gate operation count.

Exit machines and access readers also vend counts. Loop counter records number of vehicles passing through lane, and the Gate counter records number of gate operations. JAA is open to wireless loops and detectors.

The Space Count System for all garage levels and lots shall be accurate to within 2% of actual vehicle counts and that all counts for the entire facility are accurate to within 1% of actual vehicle counts in any given 24-hour period. Contractor shall also provide a detailed account of the appropriate procedures for testing accuracy levels in the Test Plan.

The Contractor shall describe in the System Design Document methods to ensure that all counts for all areas and levels are accurate to within the specified requirements.

vi. Existing Interfaced Signs

All existing signs should be interfaced to the new counts system. Replacement of the existing interfaced signs as described in Appendix 2.

vii. Parking Validation Subsystem (Optional Bid Item)

Shall provide an electronic validation system whereby the JAA may discount a patron's parking fee by either re-encoding their parking ticket, issuing a magnetically encoded or barcode voucher, or an alternate validation method.

Validations shall be made for specific dollar amounts, specific durations of time, for a percentage of the parking fee, or discount the entire parking fee.

Only users with appropriate authorization shall be able to issue validations and the PARCS shall track all validations for auditing purposes by user, validation date, validation type, and validation amount.

viii. License Plate Recognition (LPR) (All Lots) (Optional Bid Item)

The License Plate Recognition (LPR) system would be treated as an alternate bid. The system should be able to integrate with the PARCS system to prevent ticket swapping – Ticket and license plate have to match at entry and exit, for monthly parking, entry by pre-paid ticket, and lost tickets. The system should have an open API to connect with our future mobile pay by phone provider (has not been selected yet).

Operation: The LPR PARCS system would scan the license plate and print that information on the ticket so the parker can either use it at the Express Exit or input it into the mobile app. The LPR system would work with the PARCS validation system and monthly parkers so that after the parking is paid the gates would automatically open as the driver approaches the exit gate without the need for stopping to pay. If the driver is validated and does not owe a fee, the gate would open. If a partial fee is due because validation was owed, the difference would show up on the exit terminal.

The proposed solution should include all cameras and software to monitor every entrance and exit, and necessary professional services to install and configure.

ix. JAX Passport Frequent Parker Program (FPP) (Optional Bid Item)

JAA is highly interested in an integrated FPP containing the following features:

- A web-based interface software system
- Able to track the activity of a preferred customer
- User web portal allowing enrollment
- Redeemable points for free or reduced parking
- Mobile phone support

JAA prefers the FPP functionality to be part of the PARCS, however, third party systems are acceptable as long as the contractor has fully validated the solution.

JAA currently has approximately 2,500 FPP members using the current AVI system to access the parking facilities. This optional item would require current records to be migrated to proposed solution.

Oversized Vehicle Detection (Optional Bid Item)

JAA is interested in the ability to manually override or sense the oversize vehicle and charge a higher or supplemental rate.

x. AVI Reader Replacement (Optional Bid Item)

JAA may wish to replace the AI1620 (Qty. 14) and 2210 (Qty. 5) readers with the newer Encompass E4, plus (Qty. 13) new Encompass E4 devices, to include any necessary FCC licensing. Total number of AVI readers (Qty. 32).

xi. Computer System Requirements

The contractor will be responsible for procuring and installing the parking software for the system, however, software shall be licensed in the name of Jacksonville Aviation Authority.

The parking software must be compatible with the following (to be provided by JAA):

- Windows Server, 64 Bit, 2012 r2
- VMWare,
- Cisco UCS Servers,
- VMWare Site Recovery Manager;
- SQL Server 2012 or higher.

All software will reside in JAA data centers including a development environment (including functional field equipment), as well as a production environment.

All web facing components shall reside in a DMZ, and have all appropriate security measures applied to meet Merchant PCI requirements.

Contractor responsible for two years of PARCS data will be migrated to the new system, including transactional data as well as account information.

JAA will provide six desktop workstations with Windows 7 to support operations of the parking facilities. The Contractor shall provide software and licensing for the six workstations to utilize the PARCS systems and features.

xii. PCI Compliance

As credit card processing is expected to be a major element of the PARCS daily operations, a great deal of emphasis shall be placed on PCI compliance. The Contractor is responsible for designing, developing, and deploying a PARCS that is fully compliant with any and all applicable Merchant PCI security requirements as set forth by the PCI Security Standards Council.

As part of the Detail Design Document, the contractor shall provide a specific section dedicated to representing PCI compliance. At a minimum, this section shall include, but not be limited to:

- Network diagram with full credit card data flows
- Detailed card flow diagram
- Firewall and router configuration standards that address all PCI-DSS requirements
- Written Disaster Recovery / Incident Response plan to include Business Continuity
- Log locations

xiii. Project Organization and Control

JAA's Project Professional or representative will be designated to work with the project manager of the resulting successful Contractor of this solicitation. The Contractor shall provide a project manager (the "Project Manager") to serve as and be empowered to act as its representative in providing both off and on-site project management services throughout the term of the contract. The Contractor's project manager will provide information related to resources, tasks, and schedules to the JAA Project Professional. The project schedule and deliverables should follow a Software Development Life Cycle methodology (SDLC). JAA prefers the project manager be PMP certified.

The project management plan shall consist of a description of the tasks to be performed, background leading up to the requirement for tasking, and identify and define the roles and responsibilities of project participants (including an organization chart). Additional components of the project management plan shall include, at a minimum, a: (i) Risk Assessment (on-going through the life of the project); (ii) Budget vs Projected Spend vs Actual Spend report; and (iii) any necessary scope change management forms.

The project schedule shall be maintained in MS Project 2013, and shall identify all key milestones, tasks, resources, and task dependencies necessary to execute the project scope.
The project schedule shall be updated and submitted weekly.

SDLC Project Deliverables – The intent of the deliverables is to ensure the system is properly planned and PCI compliance requirements are met. JAA is open to contractor's recommendations on format and specific content. Project deliverables shall include, without limitation:

Design Document, including:

- High-level architectural diagrams of hardware and data flows
- Network diagram
- Detailed data diagram
- Firewall and router configuration standards
- Log location documentation.

Test Plan – The test plan is a document that outlines all testing to be done, including system acceptance testing, etc. including:

- The product functions to be tested
- What specific tests will be performed
- The approach to be taken for those tests
- What to test and what not to test
- How the tests will be performed
- Who will be responsible for performing each test
- What results are expected
- What is considered a successful test and a failed test.

Test Scripts – Document that contains all the test scripts used in testing. A test script is a set of instructions (sequential steps with pass/fail annotation) to verify that the system performs as expected.

Conversion Plan – Document describing conversion and/or migration, if any for this upgrade and who is responsible for each step in the process. The conversion plan should also indicate how data is validated after the conversion process, to include statistical sampling, etc.

Implementation Plan – Document describing how the system will be deployed, installed and transitioned into an operational system. This should include installation of field equipment as well as computer equipment. The plan should contain:

- An overview of the system
- A brief description of the major tasks involved in the implementation
- The overall resources needed to support the implementation effort (such as hardware, software, facilities, materials and personnel)
- Any site-specific implementation requirements.

Disaster Recovery Plan – Document that describes the methods for backing up and restoring the system and all associated data. This should include:

- Steps of recovery in sequence
- Who performs each step
- The expected duration of each step
- The expected communication during the recovery process.

Disaster Recovery Testing – A documented test of system recovery, which must be conducted prior to system go-live. The test documentation should articulate the process and steps of testing/restoring the application and data and the results of the test.

Training Plan – Document that describes the training delivery process, who will be trained on what, and at what point in the project.

System Environments Documentation
Proper Requests for Change prior to production migration
Application training
User Acceptance Testing
Test Results Documentation
Warranty

xiv. Other project deliverables

- User Training
- Safety Plan
- Maintenance of Traffic Plan
- Shop Drawing Documents
- Wiring Diagrams
- Spare Parts List
- Final As-Built Drawings
- Preventive Maintenance Schedule / Equipment Maintenance Plan - maintenance services to be provided by the Contractor during the installation, warranty period, and any other maintenance period.
- Final Bill of Materials - It will be expected that a final BOM will be updated and provided upon issuance of Final System Acceptance, including part name, model/serial number, manufacturer and qty.
- All equipment, subassemblies and designs shall comply with any and all applicable codes and standards including State and Americans with Disabilities Act (ADA).
- Photographs of equipment
- User manual
- Report Samples
- The Contractor shall provide technical specifications for the proposed barrier gates with their proposal and additionally for approval by JAA, in the System Design Document.

xv. Project Phases

The PARCS shall be completed by the Contractor following distinct phases below:

Phase I – Factory Acceptance Test
A full and detailed Factory Acceptance Test (FAT) of all PARCS equipment, subsystems, or modules. This test shall be performed by the Contractor under the supervision of the JAA. The FAT shall be conducted either at the Contractor's facility in either an actual test lane environment or in a lab setting. The Contractor shall provide the required support personnel; test vehicles, test equipment, and test environment, and testing shall be conducted in accordance with the Project Schedule.

Phase II – Analysis & Design
Analysis & Design shall include those items identified in the SDLC section above.

Phase III – Construction & Testing
Construction & Testing shall include those items identified in the SDLC section above. Installation of development environment and equipment. Includes data conversion, testing, code, and report development (if necessary). The contractor will be required to provide three successful data conversion tests. User Acceptance Testing (UAT), Disaster Recovery Testing (DR), and installation of the production environment are required before Phase IV can begin.

Phase IV – Go-Live
Go Live shall include those items identified in the SDLC section above. Final production environment including lot by lot implementation. System shall not be considered complete until all parts and components are installed and operating in a production mode. System Acceptance (three months minimum) is required before Phase V can begin.

Phase V - Warranty
Warranty shall include those items identified in the SDLC section above. Warranty period shall be nine months minimum. Contractor is expected to provide system and equipment repairs and preventive maintenance during this time. The Contractor shall provide a full warranty on all installed components, materials, software (custom and 3rd party), and workmanship for a period commencing upon completion of Phase IV.

During the warranty period, the Contractor's personnel or factory-certified technicians shall perform preventive software and hardware maintenance, routine software, and hardware maintenance and repair with new material, or replace at no charge, any defective product. The Contractor shall either perform the work on site, or the Contractor shall accept all costs associated with removal, shipping, and handling. During the warranty period, updates and corrections to all equipment, firmware, and software shall be provided to JAA at no additional charge.

Should JAA elect to perform maintenance on components it has not yet accepted, it may do so without voiding any portion of the device's warranty, provided that maintenance is performed by duly trained and certified technicians.

As-Built Documentation shall be completed and submitted for review and approval.

The Contractor shall provide two (2) complete sets of prints of As-Built drawings for the PARCS. The As-Built drawings shall be provided electronically in CAD and PDF format as well as hard copies. The set shall include, but not be limited to, all schematics, layouts, wiring diagrams, assembly drawings, detail drawings for mechanical parts designed or modified for the PARCS, including installation details so as to provide a complete record of the As-Built status of the PARCS.

The set of As-Built drawings shall consist of a title sheet, an index sheet, and the various As-Built drawings. The index sheets shall include a listing of all drawings with headings for Drawing Number, Drawing Title, and the type of drawing, such as assembly, schematic, material list, wiring diagram, wire list, or similar categories.

xvi. Other Considerations

The inspection of parts, equipment, or materials at the manufacturer's plant by JAA may be conducted, and any such interim inspection shall not be construed as final acceptance of any equipment, design, component, subsystem, or PARCS. JAA reserves the right to reject any products, parts, equipment, or materials which do not meet the requirements.

The Contractor shall be responsible for applying for and obtaining any city and/or county permits if required by current code and ordinance for the work to be performed under the scope of this project.

xvii. Safety

The Contractor is solely responsible with providing a safe work environment for its employees, agents and subcontractors. Any hazards or unsafe practices the Contractor may identify that it is unable to correct or are outside the Contractor's scope of responsibility shall be promptly reported to JAA. The Contractor shall have in place appropriate safety plans, programs, and procedures to ensure job safety. The Contractor shall ensure that all workers assigned to this project whether employed directly or indirectly by the Contractor or its subcontractors are protected in accordance with all applicable local, state and federal workplace and occupational safety regulations. The Contractor shall also refrain from creating work hazards for others individuals (such as parking management employees) legally authorized to be within or in proximity to the Contractor's work areas.

xviii. Incidental Electrical and Civil Work

The Contractor may be required to complete certain electrical, signage. and civil work in addition to those construction tasks directly related to a PARCS installation. Details of the additional

Contractor-provided construction activity shall be specified in the appropriate contractor-provided deliverable document. This deliverable shall describe and detail the electrical and civil modifications to be done to the Airport's existing infrastructure to include but not limited to, concrete work on islands and drive lanes, cabling, and conduit installation for antenna installations and any modifications that may be required to the existing parking cashier booths.

The Contractor will be required to provide proof of appropriate licensure and ability to get all require state and local permits.

The Contractor is solely responsible for the physical security of its employees, agents, and subcontractors engaged in work on Airport property as a consequence of this project.

xix. Removal and Disposal of Existing Equipment & Components

The Contractor is responsible for removal of all existing PARCS field devices and subsystem components that are uninstalled and no longer used for processing parking transactions, excluding servers and other computer equipment. The Contractor shall dispose of all removed PARCS field devices or Subsystem components in a manner that conforms to applicable federal, state, or local law, regulations, ordinances and guidelines concerning safety, the environment or other such applicable provisions. Unless otherwise directed by JAA, the Contractor shall also remove any temporary equipment installations and ancillary installed elements (signs, barricades, etc.) that may be required for safety, security or Patron information, in order to comply with the provisions of these specifications and the Contractor's system design.

The Contractor is responsible for providing all required documentation regarding the disposal of equipment that is marked as JAA assets.

JAA will provide final guidance on items (such as inductive loops) that may be abandoned in place. All areas where items have been removed shall be restored to their original condition (by way of patching, painting, or other measures) or to a condition suitable for safe use by the public and befitting the appearance standards of JAA. JAA will provide additional guidance and shall be the final authority on the acceptance of such restoration actions.

No disposal actions shall be taken without the prior notification (at least three business days prior) of JAA.

The Contractor is responsible for identifying, clearly marking and otherwise render safe any hazardous materials that may require special disposal procedures. Should off-site disposal of hazardous materials be required, the Contractor shall propose the appropriate method of disposal for review by JAA, as well as, other officials.

During the transition period and while the existing System is still operational the Contractor shall ensure that any removal or disposal actions recommended or taken do not adversely impact the proper operation of the existing System.

xx. Consumables

The Contractor must provide all consumables that are required for operations during the first twelve (12) month period. Consumable quantities shall be based on a monthly average of 70,000 Entries and Exits.

The Contractor must provide as part of their submittal a complete list of consumables and current prices that will be required for proper operation of the PARCS. Consumables may include but are not limited to ticket stock (in the colors, types, artwork and stock specified by JAA), receipt paper, print heads, ink rollers, bushings, print ribbons, ink cartridges, backup tape media, proximity cards, etc.

Spare Parts
The Contractor shall recommend as part of the proposal all necessary spare parts to ensure the system is able to meet operational requirements. The cost for these spare parts shall be identified and included in the cost proposal.

xxi. Post Warranty and Maintenance Technical Support (Optional Bid Item)

Upon completion of the Warranty Period (Phase V) the Contractor may continue to provide annual post-warranty maintenance services, if any subsequent maintenance term is elected by JAA. Under this term the Contractor will be responsible for maintaining the PARCS for a maximum period of four (4) years to be executed in four (4), one (1) year terms. As part of the proposal the Contractor may provide pricing for each of the four (4) years of maintenance (years 2 thru 5).

xxii. JAA Parking Plaza Toll Booth Replacement

The PARCS project scope of work will include replacement of the eight (8) existing toll booths at the Parking Plaza and two (2) existing booths in Economy Lot 2 with new booths provided by the Authority. The JAA has purchased new prefabricated booths. The Parking Plaza booths are stored in the lot just north of the parking plaza and the Economy Lot 2 booths are stored north of the exit lanes in the north end of Economy Lot 2.

Toll Plaza booths are 4 feet wide by 8 feet long and are to be placed in the same locations in the parking plaza as the existing booths they will replace.

The Economy Lot 2 north lane booth is 8 feet long by 6 feet wide and the south lane booth is 15 feet long by 7 feet 4 inches wide.

Coordination: Closing of exit lanes for booth replacement shall be incorporated into the overall PARCS replacement phasing plan and coordinated with the Parking Office Manager.

Booth Installation_
The contractor shall be responsible for the complete installation of these booths as described herein. The work shall include, but not necessarily be limited to:

1. Decommissioning, Dismantling and Disposal of existing booths and any related items.
2. Complete installation of new booths as follows:

A. The booths at the toll plaza will be set upon a raised frame to provide clearance between the bottom of the booth and conduits which penetrate the concrete islands on which the booths sit. The maximum height of the frame shall be six (6) inches. It may be necessary to cut existing conduits to allow the booth to be placed on a 6-inch high frame. The resulting space between the bottom of the booth and the concrete island will serve as a chase for the wiring. The frame, to be supplied as part of this contract, is to be constructed of structural aluminum, galvanized steel tubing or other material approved by the Authority. The scope of work shall include the services of a Professional Engineer who shall design the frame, anchoring requirements, code compliance and any other requirements to acquire necessary permits and for a complete and operational booth installation. Provide signed and sealed drawings for the installation design.

The booths in Economy Lot 2 should not require a raised frame because the conduits do not block the doors. The southern lane booth includes a handicap toilet. The existing plumbing will need to be modified as necessary to connect the fixtures. This booth is the same length as the existing booth with toilet, but is 18 inches wider overall. The northern lane booth will replace an existing 6 foot by 15 foot booth which has a toilet and sink. This plumbing will need to be disconnected and properly capped. Modifications to the concrete Islands as necessary to accommodate the new different sized booths shall be part of this contract.

B. All electrical, communication and HVAC wiring. It is anticipated that the existing electrical circuits will be reused for the new booths. Junction boxes may be required to extend circuits to new panels and equipment. The JAA will install new fiber optic cabling for communications and data for the new booths which the PARCS contractor will connect to the new revenue control equipment. An air conditioning unit, provided with each booth, will be installed and connected by the contractor.

C. Modification of booths as required for power and communication connections to the new revenue control equipment, and to provide floor access panels to access communication and electrical conduits (see attachments).

D. Installation of carpet squares on a smooth surface (e.g. plywood) over the diamond floor plate to accommodate chair casters is required in the Toll Plaza booths.

It is the intent of this specification that the new booths are to be installed and wired complete and ready for operation in the parking lanes. This shall include all design, permitting, material, labor and incidentals to complete the item.

xxiii. Milestones, Payments & Retention

The PARCS project shall be organized in phases with appropriate milestones. JAA expects a fixed fee cost proposal, including all required travel. Payments will be milestone based and mutually agreed upon during contract negotiations. Retention will be 15%, except where equipment or software licensing is to be provided, which will not have retention withheld. Retention will be released at project acceptance.

Project Milestones & Payments (to be negotiated)	
Item	**%**
Milestones	
Phase I - Factory Acceptance Test*	5
Phase II - Analysis & Design*	20
Phase III Construction & Testing*	25
Phase IV - Go-Live*	50
Project Acceptance (Retention Release)	
Phase V - Warranty	
* Subject to 15% retention * Excludes equipment and licensing costs	

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ARTICLE IV
PROPOSAL FORM
(Page 1 of 2)

Respondent's Name: _____

CHECKLIST OF REQUIRED DOCUMENTS TO BE SUBMITTED

RESPONDENT SHALL SUBMIT ONE (1) ELECTRONIC VERSION (CD OR USB FLASH DRIVE), ONE (1) ORIGINAL, AND FIVE (5) COPIES. ENVELOPE ONE SHOULD BE LABELED "ORIGINAL" AND ENVELOPE TWO SHOULD BE LABELED "COPIES".

The following checklist is provided for convenience. Each Respondent is responsible for carefully reviewing the submittal requirements in the RFP and submits all information requested.

A. Responsible Respondent Criteria – 100 Maximum Points

Respondent has submitted proposals and related information sufficient to respond to each of the following evaluation criteria:

Section 1:	Firms Qualifications, Project Team, and Capabilities	15 points maximum
Section 2:	PARCS Design and Technical and Functional Approach, High level implementation schedule *(Note: The combination of these factors holistically meeting JAA's needs will be evaluated)*	30 points maximum
Section 3:	Fixed Base Price and Milestone Based *(see Project Cost Submittal Form below)*	35 points maximum
Section 4:	References	20 points maximum

B. Project Cost Submittal Form:

Project Cost Submittal Form	
Item	**Price**
Base Cost	
Base hardware, software, and equipment	
Labor (Including all required travel)	
Total	
Optional Items	
UPS Battery Backup – Entry Stations (3.02 A)	
UPS Battery Backup – Cashier Stations (3.02 C)	
Parking Validation Subsystem (M vii.)	
Frequent Parker Program (M iv.)	
License Plate Recognition (M viii.)	
JAX Passport Frequent Parker Program (M ix.)	
Oversized Vehicle Detection (M x.)	
AVI Reader Replacement (M xi.)	
Post Warranty and Maintenance Technical Support (M xxii.)	

PROPOSAL FORM (cont.)

(Page 2 of 2)

C. Respondent has executed and submitted Conflict of Interest Certificate, **Appendix 5**

D. Respondent's Addendum Acknowledgement, if applicable

Number of Addenda _____ Respondent's Initial Acknowledgement: _____

E. Respondent's Statement regarding policy on a Drug-Free Workplace:

a. _____ Yes, we have a Drug-Free Workplace Policy / Program

a. _____ Yes, we have a Drug-Free Workplace Program

b. _____ No, we do not have a Drug-Free Workplace Program

F. Respondent's Insurance Acknowledgement – Respondent has reviewed and will comply with insurance requirements:

Respondent's Insurance Initial Acknowledgement: _____

Respondent's Name: _____

G. Acknowledgement of Warranty Acceptance is hereby made:

Respondent's Initial:_____

H. **Respondent Certification and Signature:**

By submitting this Proposal, the Respondent certifies that: (i) it has read and reviewed all of the documents pertaining to this solicitation; (ii) the information contained in and attached to its proposal is true and accurate; (iii) the person signing below is a representative of Respondent's firm with the actual authority to bind the find; (iv) it is legally authorized to do business in the State of Florida; (v) it maintains in active status all appropriate licenses required for the scope of services contemplated herein; and (vi) if it should prevail in receiving an award hereunder, it will perform consistent with the contract documents that result from this solicitation.

FAILURE TO SIGN YOUR PROPOSAL WILL CONSTITUE A MATERIAL IRREGULARITY AND WILL RESULT IN THE REJECTION OF THE PROPOSAL.

Respondent's Name: _____

Authorized Agent's Signature: _____ Date: _____

Printed Name: _____ Email: _____

Title: _____

Respondent is a: [ ] Corporation [ ] Partnership [ ] Individual

Federal Identification No.: _____

Remittance Address: _____

_____

Telephone: _____ Fax: _____

(proposal form must be signed and included as the very first page of the proposal)

APPENDIX 1

JIA LOT DESCRIPTIONS

Currently the Airport provides parking and access control at the following facilities:

A. Hourly Garage (933 spaces)
B. Daily Garage (1,963 spaces)
C. Daily Surface Lot (1,722 spaces)
D. Economy Parking Lot 1 (1,895 spaces)
E. Economy Parking Lot 2 (1,276 spaces)
F. Economy Parking Lot 3 - Special Events Only (1,200 spaces)
G. Commercial Lane
H. Premier/Pre-Arranged Parking (60 spaces)
I. South Vendor Lot (50 spaces)
J. Employee Lot (471 spaces)

Hourly Garage
The hourly garage currently houses 933 public parking spaces throughout its four levels. Entrance is permitted via three entry lanes (Entry #'s 5, 6, 7). Each Entry lane is equipped to accommodate access via parking ticket dispenser or AVI reader. The garage exit is through a common plaza.

Additionally, the hourly garage has a smaller third lane unattended plaza to the south of the garage. Two of these lanes are currently equipped to accommodate AVI exit (Exit #'s 19, 20). The third remaining lane is a pass through lane (Pass Thru Lane [Daily]) equipped with only a gate allowing daily garage patrons to proceed through the surface lot and depart at the exit plaza.

Daily Garage
The daily garage currently houses 1,963 public parking spaces throughout its six levels. Entrance is permitted via two entry lanes (Entry #'s 15, 16) to the north of the garage. Each entry lane is equipped to accommodate access via ticket dispensing or AVI. Exiting the daily garage is accomplished through the parking plaza.

Additionally there are two (2) pass through lanes (Pass Thru Lane [Daily]) located just east and south of the daily garage allowing patrons to pass through the surface lot and access to the exit plaza.

There is also one 'scoreboard' type sign at the base level of the garage helix showing parking availability on various levels.

Daily Surface Lot
The daily surface lot currently provides 1,722 public parking spaces. These spaces are located adjacent to the daily garage on the North, East, and South sides. Entrance is permitted via four entry lanes (Entry #'s 1, 2, 3 and 4). The two northern lanes are equipped to accommodate access via ticket dispensing, AVI, and one proximity-card reader. The two southern located lanes are equipped to accommodate ticket dispensing and AVI. Exiting the daily surface lot is accomplished through the parking plaza.

Additionally there is one (1) dedicated shuttle bus exit lane located within the northern surface lot. This lane is equipped to accommodate AVI-only passage.

Parking Plaza
Exiting the hourly garage, daily garage, and daily surface lot is accomplished through shared use of an exit plaza east of the garages and surface lot. Here the exit lanes accommodate a variety of lane types and payment options. Each lane is equipped to accommodate cash collection. Several lanes are also configured for unattended use utilizing a multifunction device allowing use of credit card for payment. Two lanes at the exit plaza are also equipped with proximity-card readers. The exit plaza contains both attended and unattended cash/credit card booths that are equipped with fee computers, multifunction payment devices, and AVI equipped lanes.

Economy Lot 1
The Economy Parking Lot 1 currently provides 1,895 public parking spaces. These spaces are located approximately ½ mile east of the terminal off of Pecan Park Rd (west side of Pecan Park Rd). Entrance is

permitted via two entry lanes (Entry #'s 8, 9). Both lanes are equipped to accommodate ticket dispensing and AVI with the addition of proximity card reader at one of the lanes. Exiting is accommodated via two exit lanes (Exit #'s 8, 9) on to Barnstormer Rd. These lanes are equipped to accommodate attended collection (via cashier/fee computer) or automated collection with AVI and multifunction payment device and credit card. A proximity card reader is also located in one of the exit lanes (Exit 8).

Additionally there are two dedicated shuttle bus entry/exit lanes located off of Barnstormer Rd and Yankee Clipper Drive. These lanes accommodate both entry and exit via use of AVI.

Economy Lot 2
The Economy Lot 2 currently provides 1,276 public parking spaces. These spaces are located approximately ½ mile east of the terminal off of Pecan Park Rd (east side of Pecan Park Rd). Entrance is permitted via two entry lanes (Entry #'s 10, 11). Both lanes are equipped to accommodate ticket dispensing and AVI. Exiting is accommodated via two exit lanes on to Pecan Park Rd. These lanes are equipped to accommodate cash collection (via cashier/fee computer), AVI, and credit card (also as credit card only).

Additionally there is one dedicated shuttle bus exit lane located off of Pecan Park Rd.

Economy Lot 3 (Special Events Lot)
The Economy Lot 3 currently provides 1,200 public parking spaces. These spaces are located approximately ½ mile east of the terminal off of Pecan Park Rd (east side of Pecan Park Rd). This lot is a gravel surface lot and is utilized only during special event or overflow parking. Currently there is only one entry (Entry 12) and one exit (Exit 12) lane with no equipment.

Commercial Lane Access
The commercial lane access is a controlled access facility for ground transportation vehicles such as taxis, shuttle busses, and other commercial vehicles. This area is located along the entire length of the terminal building on the outer most perimeter of the arrivals level (surface level). Entrance is permitted via a single lane equipped to accommodate AVI only. Similarly, exit is permitted via a single exit lane equipped to accommodate AVI only.

Premier Parking and Pre-Arranged Lot
The Premier Parking and Pre-Arranged Lot currently provides 60 combined surface parking spaces. The spaces are located adjacent to the north of the terminal building and provide quick and easy access for parkers to the terminal building. Entry and exit is provided by a pair of entry/exit locations. One entry/exit location is off of Barnstormer Road and the second pair of entry/exit lanes is located off of Yankee Clipper Drive. All lanes use only AVI readers for access to the Premier Lots.

Premier Parkers utilize this lot for dedicated parking while at the airport and the Pre-Arranged parkers or those temporary (short term) parkers such as limos and hired car service vehicle awaiting client pick-up.

South Vendor Lot
The South Vendor Lot currently provides 50 surface parking spaces to terminal vendors and employees. The lot is directly adjacent to the south side of the terminal building and has only one entry and exit lane not equipped with a gate and an intercom.

Lane Summary

Entry Lanes
Current Entry lanes are equipped with a variety of devices that include magnetic ticket dispensing, Automatic Vehicle Identification (AVI), Proximity-Card, Gates, and Intercoms.

Exit Lanes
Exit lanes may be equipped with a ticket, AVI, Proximity-Card, fee computer (Cashier's terminal), pay-in-lane device, gate, and intercom.

Commercial Lane (Ground Transportation Access Control Lane)
Access is solely granted based on presence of a valid AVI transponder. These lanes are currently equipped with an AVI reader, gate, and intercom.

Pass Through Lanes
These lanes are simply lanes equipped with a gate to meter traffic in a one way direction.

Pre-Arranged
The spaces for these vehicles are co-located in the Premier Parker lot. Access to and from the Pre-Arranged/Premier lot for Pre-Arranged vehicles is strictly through the lanes on Barnstormer Road.

AVI
The current AVI subsystem(s) utilized throughout the various parking facilities are comprised of three different TransCore RFID models:

- Encompass E4 – Qty 14
- AI1620 SmartPass – Qty 14 (these have been discontinued)
- 2210 Encompass 2 – Qty 5 (these have been discontinued)

The vehicle transponders (tags) are TransCore models comprised of Sticker Tags, Hang Tags, and Hard Case Tags.

Duress Alarm
Currently each booth is equipped with a duress alarm which communicates with a CCure iStar panel in the operations office. The current process for activating a duress alarm is for the cashier to press 911 on the key pad twice. At such time, the cash drawer opens and a duress call is made automatically to the police.

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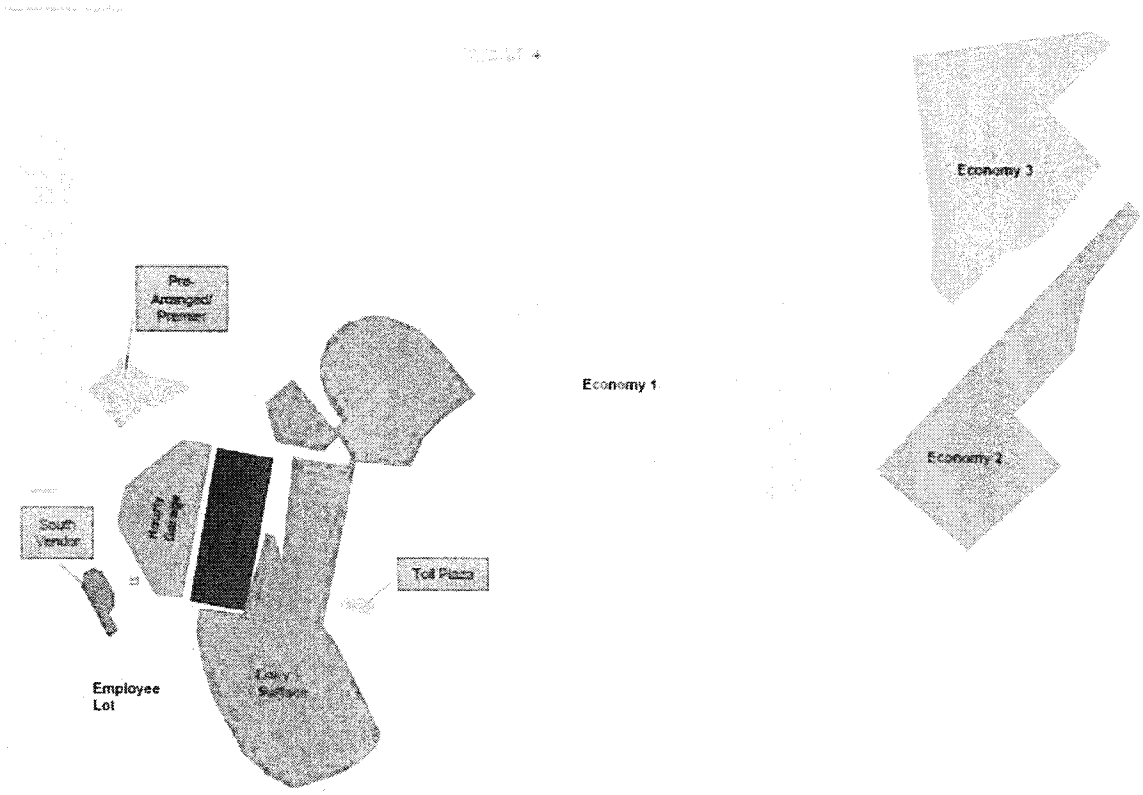
APPENDIX 2

PARKING SIGNS AT JACKSONVILLE INTERNATIONAL AIRPORT

No.	Lot Designation	Gate Number	Type	Sign Reads	Replace YES OR NO
1	Daily Surface	Lane 1 Entry	LED	OPEN/CLOSED	YES
2	Daily Surface	Lane 2 Entry	LED	OPEN/CLOSED	YES
3	Daily Surface	Lane 3 Entry	LED	OPEN/CLOSED	YES
4	Daily Surface	Lane 4 Entry	LED	OPEN/CLOSED	YES
5	Hourly Garage	Lane 5 Entry	LED	OPEN/CLOSED	YES
6	Hourly Garage	Lane 6 Entry	LED	OPEN/CLOSED	YES
7	Economy 1	Lane 8 Entry	LED	OPEN/CLOSED	YES
8	Economy 1	Lane 9 Entry	LED	OPEN/CLOSED	YES
9	Economy 2	Lane 10 Entry	LED	OPEN/CLOSED	YES
10	Economy 2	Lane 11 Entry	LED	OPEN/CLOSED	YES
11	Economy 2	Lane 11 Exit	LED	OPEN/CLOSED	YES
12	Economy 2	Lane 12 Exit	LED	OPEN/CLOSED	YES
13	Economy 3	Lane 12 Entry	LED	OPEN/CLOSED	YES
14	South Vendor	Lane 13 Entry	LED	OPEN/CLOSED	YES
15	South Vendor	Lane 14 Entry	LED	OPEN/CLOSED	YES
16	South Vendor	Lane 13 Exit	LED	OPEN/CLOSED	YES
17	South Vendor	Lane 14 Exit	LED	OPEN/CLOSED	YES
18	Daily Garage	Lane 15 Entry	LED	OPEN/CLOSED	YES
19	Daily Garage	Lane 16 Entry	LED	OPEN/CLOSED	YES
20	Daily Garage	1st Floor	Six Level Counts LED	SPACES/FULL	YES
21	Daily Garage Helix	Level 2	LED	OPEN/FULL	YES
22	Daily Garage Helix	Level 2	LED	OPEN/FULL	YES
23	Daily Garage Helix	Level 3	LED	OPEN/FULL	YES
24	Daily Garage Helix	Level 3	LED	OPEN/FULL	YES
25	Daily Garage Helix	Level 4	LED	OPEN/FULL	YES
26	Daily Garage Helix	Level 4	LED	OPEN/FULL	YES
27	Daily Garage Helix	Level 5	LED	OPEN/FULL	YES
28	Daily Garage Helix	Level 5	LED	OPEN/FULL	YES
29	Employee Lot	Entry	LED	OPEN/CLOSED	YES
30	Employee Lot	Entry	LED	OPEN/CLOSED	YES
31	Employee Lot	Exit	LED	OPEN/CLOSED	YES
32	Employee Lot	Exit	LED	OPEN/CLOSED	YES

APPENDIX 3

PARKING MAP



APPENDIX 4

INVENTORY OF JAX LANE EQUIPMENT

Lane Locations Name and ID	Entry Lanes	Exit Lanes	Spaces Per Lot	AVI (RFID)	Gate***	Pay in Lane	Prox-Card	InterCom	Ticket Disp	Fee Comp	Fee Displays	Non-Resettable Counters
Daily Surface Lot*	**4**	**9**	**1722**	**9**	**14**	**7**	**12**	**12**	**4**	**8**	**8**	**42**
Entry #1	1			1	1		1	1	1			3
Entry #2	1			1	1		1	1	1			3
Entry #3	1			1	1		1	1	1			3
Entry #4	1			1	1		1	1	1			3
Exit #1*		1			1	1	1	1		1	1	3
Exit #2*		1			1	1	1	1		1	1	3
Exit #3*		1			1	1	1	1		1	1	3
Exit #4*		1			1	1	1	1		1	1	3
Exit #5*		1		1	1	1	1	1		1	1	4
Exit #6*		1		1	1	1	1	1		1	1	4
Exit #7*		1		1	1	1	1	1		1	1	4
Exit #18*		1		1	1		1	1		1	1	4
Shuttle Exit		1		1	1							1
Pass Thru Lane (DSL)					1							1
Hourly Garage*	**4**	**2**	**933**	**8**	**9**	**2**	**6**	**8**	**4**	**0**	**0**	**25**
Entry #5	1			1	1		1	1	1			3
Entry #6	1			1	1		1	1	1			3
Entry #7	1			1	1		1	1	1			3
Entry #7 (Redundancy Automatically)	1			1	1		1	1	1			3
Exit #19**		1		1	1	1	1	1				4
Exit #20**		1		1	1	1	1	1				4
4th Level Employee Nested Entry Lane				1	1			1				2
4th Level Employee Nested Exit Lane				1	1			1				2
Pass Thru Lane (Hourly)					1							1
Daily Garage*	**2**	**0**	**1963**	**2**	**3**	**0**	**2**	**2**	**2**	**0**	**0**	**7**
Entry #15	1			1	1		1	1	1			3
Entry #16	1			1	1		1	1	1			3
Pass Thru Lane (Daily)					1							1
Economy Lot #1	**3**	**3**	**1895**	**6**	**6**	**2**	**4**	**4**	**2**	**2**	**2**	**16**
Entry #8	1			1	1		1	1	1			3
Entry #9	1			1	1		1	1	1			3
Exit #8		1		1	1	1	1	1		1	1	4
Exit #9		1		1	1	1	1	1		1	1	4
Shuttle Entry	1			1	1							1
Shuttle Exit		1		1	1							1

Lane Locations Name and ID	Entry Lanes	Exit Lanes	Spaces Per Lot	AVI (RFID)	Gate***	Pay in Lane	Prox-Card	InterCom	Ticket Disp	Fee Comp	Fee Displays	Non-Resettable Counters
Economy Lot #2	**2**	**3**	**1276**	**5**	**5**	**2**	**4**	**4**	**2**	**2**	**2**	**15**
Entry #10	1			1	1		1	1	1			3
Entry #11	1			1	1		1	1	1			3
Exit #10		1		1	1	1	1	1		1	1	4
Exit #11		1		1	1	1	1	1		1	1	4
Shuttle Exit		1		1	1							1
Economy Lot #3	**1**	**1**	**1200**	**2**	**2**	**1**	**2**	**2**	**1**	**1**	**1**	**7**
Entry #12	1			1	1		1	1	1			3
Exit #12		1		1	1	1	1	1		1	1	4
Employee Lot	**2**	**2**	**471**	**4**	**4**	**0**	**4**	**4**	**0**	**0**	**0**	**12**
Entry	1			1	1		1	1				3
Entry	1			1	1		1	1				3
Exit (original)		1		1	1		1	1				3
Exit (original)		1		1	1		1	1				3
South Vendor Lot (Future)	**2**	**2**	**50**	**4**	**4**	**2**	**4**	**4**	**2**	**2**	**2**	**14**
Entry #13	1			1	1		1	1	1			3
Entry #14	1			1	1		1	1	1			3
Exit #13		1		1	1	1	1	1		1	1	4
Exit #14		1		1	1	1	1	1		1	1	4
Premier Lot/Pre-Arranged	**2**	**2**	**60**	**4**	**4**	**0**	**0**	**4**	**0**	**0**	**0**	**8**
Entry (Premier Lot)	1			1	1			1				2
Exit (Premier Lot)		1		1	1			1				2
Entry (Barnstormer Rd)	1			1	1			1				2
Exit (Barnstormer Rd)		1		1	1			1				2
Commercial Lane	**1**	**1**	**0**	**2**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**4**
Entry	1			1	1			1				2
Exit		1		1	1			1				2
Total	**23**	**25**	**9570**	**46**	**53**	**16**	**38**	**46**	**17**	**15**	**15**	**150**
Total Equipment Types				**46**	**53**	**16**	**38**	**46**	**17**	**15**	**15**	**150**

* Exits at Plaza are shared with Surface Lot, Hourly Garage and Daily Garage

**Exits shared between Hourly & Daily Garages

***Non-Resettable Counters are an estimate

Shading indicates equipment/functionality that will remain with new PARCS system

APPENDIX 5

CONFLICT OF INTEREST CERTIFICATE

Respondent must execute either Section I or Section II hereunder relative to Florida Statute 112.313(12). Failure to execute either section may result in rejection of this proposal.

SECTION I

I hereby certify that no official or employee of JAA requiring the goods or services described in these specifications has any financial interest in this company.

_____	_____
Signature	Company Name
_____	_____
Name of Official (type or print)	Business Address
	_____
	City, State, Zip Code

SECTION II

I hereby certify that the following named JAA official(s) and/or employees(s) has a financial interest(s) in this company have filed Conflict of Interest Statements with JAA Executive Director's / CEO Office, 14201 Pecan Park Road, Jacksonville, FL 32218 prior to the time of proposal opening.

Name	Title or Position	Date of Filing
_____	_____	_____

_____	_____
Signature	Company Name
_____	_____
Name of Official (type or print)	Business Address
	_____
	City, State, Zip Code

SECTION III

PUBLIC OFFICIAL DISCLOSURE

JAA requires that a public official who has a financial interest in a proposal, proposal or contract make a disclosure at the time that the proposal, proposal or contract is submitted or at the time that the public official acquires a financial interest in the proposal, proposal or contract. Please provide disclosure, if applicable, with proposal.

Public Official: _____

Position Held: _____

Position/Relationship with Respondent: _____

REFERENCE QUESTIONNAIRE
RFP No. 16-09-24001: Parking and Revenue Control System

Respondent's Name: _____

Reference Name & Company: _____

Project Description: _____

_____

Final Cost vs. Original Project Budget: _____

Proposed Timeline vs. Actual Timeline: _____

---

1. How many parking lots do you have?
   - [ ] 1
   - [ ] 2-3
   - [ ] 4-6
   - [ ] 7-9
   - [ ] 10+

2. How many transactions does your PARCS process per year?
   - [ ] 0 - 15,000
   - [ ] 15,001 – 60,000
   - [ ] 60,001 – 200,000
   - [ ] 200,001 – 1,000,000
   - [ ] More than 1,000,000

3. How many rate structures do you have?
   - [ ] 1
   - [ ] 2-3
   - [ ] 4-6
   - [ ] 7-9
   - [ ] 10+

4. What type of ticket does your system use?
   - [ ] Mag Stripe
   - [ ] Bar Code

REFERENCE QUESTIONNAIRE
RFP No. 16-09-24001: Parking and Revenue Control System

5. How would you describe how the project went?

- [ ] Very Good - deployed on schedule and budget; minimal unforeseen problems.
- [ ] Good - a few minor problems easily overcame; largely on budget and schedule.
- [ ] Neutral - overcame problems, but still somewhat difficult to manage.
- [ ] Bad – some problems were overcome; but had delays and unforeseen costs.
- [ ] Very Bad - schedule delays and cost overruns.

6. How would you characterize the vendor relationship during the project?

- [ ] Very Satisfied- Collaborative
- [ ] Satisfied
- [ ] Neutral
- [ ] Dissatisfied
- [ ] Very Dissatisfied - Contentious

7. How would you rate the vendor resources in terms of knowledge, experience, and availability?

- [ ] Very Good
- [ ] Good
- [ ] Neutral
- [ ] Poor
- [ ] Very Poor

8. How satisfied are you with the performance of the system after installation?

- [ ] Very Satisfied
- [ ] Satisfied
- [ ] Neutral
- [ ] Dissatisfied
- [ ] Very Dissatisfied

9. How satisfied are you with the in-warranty maintenance and support?

- [ ] Very Satisfied
- [ ] Satisfied
- [ ] Neutral
- [ ] Dissatisfied
- [ ] Very Dissatisfied

REFERENCE QUESTIONNAIRE
RFP No. 16-09-24001: Parking and Revenue Control System

10. How satisfied are you with the after-warranty maintenance and support?

- [ ] Very Satisfied
- [ ] Satisfied
- [ ] Neutral
- [ ] Dissatisfied
- [ ] Very Dissatisfied

11. Would you use the services of the respondent again?

- [ ] I would definitely use their services again.
- [ ] I would most likely use their services again.
- [ ] I am undecided on whether I will use their services again.
- [ ] I will most likely not use their services again.
- [ ] I would definitely not use their services again.

12. Would you recommend this vendor to others?

- [ ] Yes, I would recommend this vendor.
- [ ] No, I would not recommend this vendor.

Additional Comments or Feedback:

REFERENCE QUESTIONNAIRE
RFP No. 16-09-24001: Parking and Revenue Control System

NOTE: THE PERSON COMPLETING THE REFERENCE QUESTIONNAIRE MUST PLACE THE QUESTIONNAIRE IN A SEALED ENVELOPE AND THEIR SIGNATURE MUST BE ACROSS THE ENVELOPE SEAL. THE SIGNATURE MUST MATCH THE SIGNATURE OF THE PERSON WHO COMPLETED THE QUESTIONNAIRE.

As part of this solicitation, Respondent references are considered very important. As such, JAA will contact and evaluate the responses it receives from each reference provided in response to this solicitation. To the extent the required reference questionnaires are not received, contact with proposed references cannot be made, or the proposed references indicate a lack of knowledge or awareness of Respondent, the same will be negatively reflected in JAA's evaluation and award of points for this factor. Therefore, prior to proposing references, Respondents are encouraged to contact those individuals or entities being proposed as references in order to ensure that: (i) their contact information is current and correct; (ii) they are knowledgeable and aware of the issues for which they are being proposed as references; and (iii) they are ready, willing, able and permitted to provide the reference information being sought.

Person Responding to Reference Questionnaire: _____
(Printed Name)

_____
(Signature) **MUST BE THE SAME AS THE SIGNATURE ACROSS THE ENVELOPE SEAL**

Person's Title: _____ Phone Number: _____

Email: _____

Date Reference Form Was Completed: _____

(The remainder of this page has been intentionally left blank)

APPENDIX 7

Local Business Verification Form

Normal Market Area (NMA): Baker, Clay, Duval, Flagler, Nassau, Putnam and St. Johns County

Name of Business:			Nature of Business:
Physical Address of Business: (not a PO Box)			
Type of Business	Circle One: Corporation	Sole Proprietor	Partnership Other
City / State / Zip			
Local Phone Number:		Fax Number:	
Date Business was established in NMA:		Number of employees living in the NMA:	
County Location:		Contact Email Address:	
Owners Name:			
Business License County:		Date License Issued:	

You **MUST** include the following information with the return of the affidavit:

- Current Business, Occupational, and Professional Licenses.
- If a tie occurs between two Local Businesses or Local Bidders, then you will be requested to submit an Employee Roster to include Name, Date of Hire, City, County and Zip Code for the employees living in the NMA.

I certify that the above information is correct and I understand that failure to sign this form and any material misrepresentation will constitute a material irregularity and will result in the disqualification of the status "Local Business".

Authorized Agent's Signature: _____ Date:_____

Printed Name: _____, Title:_____

Sworn to and subscribed before me this _____day of_____, 20_____.

By_____.
(Affiant's Printed Name)

He/She is personally known by me or has produced_____ as identification.

State of_____

Notary seal

_____
(Signed by Notary)

_____
(Notary's Printed Name)
My Commission Expiries: _____

APPENDIX 8

ACH AUTHORIZATION FORM

APPENDIX 9

PARKING BOOTH MANUFACTURER'S DRAWINGS

NO PROPOSAL FORM

If your firm cannot submit a proposal at this time, please provide the information requested in the space provided below and return it to:

Jacksonville Aviation Authority
Attn: Procurement Department
14201 Pecan Park Road
Jacksonville, FL 32218

Please be sure "NO PROPOSAL" and the Proposal Number are clearly shown on the outside of the envelope. **RETURN THIS FORM ONLY.**

We are unable to submit a proposal at this time due to the following reasons:

1. We are unable to provide the nature of the service/products requested. _____
2. Requested specifications are too restrictive. (Please elaborate) _____
3. We are unable to comply with other terms of this invitation/request. _____
4. Request was not sufficiently clear. _____
5. Other: Please state the reasons in detail.

Comments: _____

_____

Name of Firm: _____

Signature: _____

Printed Name: _____

Title: _____

Email: _____

Telephone Number: _____ Fax Number: _____

Address: _____

City: _____ State: _____ Zip Code: _____

(The remainder of this page has been intentionally left blank)

JAA
Jacksonville Aviation Authority

Parking and Revenue Control System

RFP No. 16-09-24001

Addendum No. 1
February 8, 2016
Questions and Answers

Note: The Proposal Due Date has been extended to Tuesday, March 15, 2016 at 2:00 PM.

This Addendum includes:
Questions & Answers (Page 1-8)
Attendance Record of Pre-Qualifications Meeting (Page 9-10)
Current Rate Structures (Page 11-16)
Existing Power & Communications (Page 17-18)

Section 2 of Paragraph 1.09 on page 5 of this RFP has been revised as follows (underlined text represents added language):

Section 2: PARCS Design and Technical and Functional Approach, High level implementation schedule — 30 points maximum
(Note: The combination of these factors holistically meeting JAA's needs will be evaluated. Though listed amongst the "optional items" of Section B of the Proposal Form, a "Frequent Parker Program" is highly desirable and, therefore, Respondents' approach to the same should be discussed as part of a holistic response to this evaluation criterion).

Q1. Could you please advise if there is an established budget for this project. If so how much.

R1. We are not publishing a budget. We are looking for a holistic solution to best meet the needs of the Jacksonville Aviation Authority.

Q2. Was the Project awarded to a Vendor 2-3 Years ago and they were not able to perform to the specification requirements or it was never awarded?

R2. The project was awarded and the award was rescinded by JAA's choice, and not related to vendor performance.

Q3. On the previous walkthrough and prebid meeting there was no drawings identifying current infrastructure such as electrical and communication which could be reused or where exactly new infrastructure (fiber electrical would need to be installed ? Are there any drawings available this go around?

R3. JAA will provide any power and IP communications necessary, and will remediate the same if deficiencies are discovered. The respondent should assume that there is sufficient power and IP communications available at all sites described in the scope. Non-IP communications (RS232 e.g.) will not be supplied or remediated.

JAA
Jacksonville Aviation Authority

Parking and Revenue Control System

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February 8, 2016
Questions and Answers

Q4. The specification identifies server infrastructure as being provided by the Airport. Who is providing the network switch infrastructure?

R4. JAA will provide servers, switches, and IP communications to the various locations.

Q5. The specification is clear about needing to be PCI compliant but is vague on which version of the standard everyone needs to adhere to....it also might help if the Airport is clear on whether they plan to deploy emv devices for credit card processing since that is where the industry is heading (devices which will read chip on credit card) and if the CC processor for airport has identified if they can process offline transactions ...can process credit cards without need for a pin pad, if Airport has also considered contactless credit card.

R5. PCI version 3. JAA is expecting to leverage EMV terminals, and will entertain proposals that also use contactless credit cards.

Q6. You could have a wide assortment of "offers" from one extreme to the other since it is not clearly identifying the need for EMV. The description is for me still identifying "old methodology" for credit card processing with single slot on ticket devices which would not be compatible with where PCI and Industry is going.

R6. JAA would consider any response a "responsive bid" that will effectively process EMV cards. A configuration allowing EMV processing is acceptable and desired.

Q7. Section M, Sub I, first bullet pt, pg 24 - Please provide a sample/example of the Fee structures for lot/facility and the three rate increments mentioned.

R7. Please see the Addendum's attachment for Current Rate Structures (Page 10-16).

Q8. Section M, sub I, Fifth bullet point, pg 24 - Please provide example of "Holiday Rates" and start and stop times. Will more than one Holiday rate every applied at a given time per lot?

R8. Please see the Addendum's attachment for Current Rate Structures (Page 10-16). We don't anticipate having more than one holiday rate per lot.

Q9. Section IV. Additional Features, Fifth bullet point, pg 26 - Is JAA requesting a Ground Transportation solution as part of the PRCS bid or just requesting to accept Ground Transportation traffic? Will Ground Transportation vehicles use Prox or AVI for entry and exits? Will Ground Transportation transactions be all paid through "card on file"?

R9. Yes, JAA is requesting a Ground Transportation solution as part of the bid. Currently, we are utilizing the AVI system. We are very much open to Ground Transportation being paid through "card on file".

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Parking and Revenue Control System

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February 8, 2016
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Q10. The System Shall: First bullet point, pg 26 - Please clarify the use of the term "ACS users"? Does the amount of 5000 represent the production population of avi tags?

R10. Yes, this represents the population of AVI Tags.

Q11. Section VI, Existing Interfaced Signs, pg 27 - Would JAA please clarify if bidders are to integrate with new and existing signs or just new signs provided by bidder? Appendix 2, lists LED signs new only.

R11. Yes, bidders will integrate with new and existing signs.

Q12. 3.02, D, pg 20 - Is it the intent of the JAA to reuse all existing detection loops cableing for new PARCS system?

R12. Yes, unless bidder sees the need to replace current detection loops.

Q13. 3.02, F, pg 20 - There are three functions required to count on non-resettable counters. Are these to be included in a single counter, or three separate?

R13. Three separate non-resettable counters are required.

Q14. Would JAA please list current credit card transaction payment processor?

R14. Elavon

Q15. Will a facility be supplied by the airport for the installation effort and Maintenance staff?

R15. Yes

Q16. Will a storage facility be supplied by the airport for the installation effort?

R16. The airport will provide space for storage containers which will not be in a secured area. Vendor can fence the area if needed.

Q17. Will parking be supplied to Xerox and its subcontractors for installation and maintenance obligations?

R17. Yes

Q18. Are any permits required for the installation of the PARCS? Please detail.

R18. JAA is not able to advise if permits are required.

JAA
Jacksonville Aviation Authority

Parking and Revenue Control System

RFP No. 16-09-24001

Addendum No. 1
February 8, 2016
Questions and Answers

Q19. Does JAA have any preferred Electrical Contractors?

R19. Quality Electrical and Daylight Electric have contracts under JAA's Small Construction General Repairs & Maintenance Services.

Q20. Are cashier stations required to utilize intercom functions? If so, for the patron and/or cashier.

R20. Yes, cashier stations will utilize the intercom function. The patron would only utilize the intercom function at the ticket dispensers, express exit stations and non-cashier exits.

Q21. Will it be required to replace all loop detection devices for level counting in the garages?

R21. The loops in the ground have been recently replaced and can be re-used in most cases. Any other associated or connected electronics should be replaced. JAA will be responsible for all loops.

Q22. Is it the intent to reuse all of the detection loops cabling for the counting system in the garage?

R22. Yes

Q23. Will disposal area be provided so that JAA can authorize final disposal?

R23. JAA will provide a staging area for removed equipment that is pending disposal. The contractor is responsible for the disposal.

Q24. It is mentioned in the booth replacement specs that new fiber optics will be provided for the booths. Will it be single or multi mode?

R24. Multimode, however 4 of the 6 strands will be used by the network switch uplink. If additional fiber is needed for some purpose there will be 2 strands available. It is JAA's preference that these strands not be used. Any IP devices should be connected internally to the Cisco 3000 switch. Any non IP devices should be converted to IP and connected to the Cisco 3000 switch.

Q25. Does the fiber replacement for communication apply to all lane equipment?

R25. There will be sufficient communications infrastructure in place, or remediated by JAA as necessary. Fiber communications will be converted to Cat6 Ethernet for the equipment. The contractor should plan on having Ethernet connectivity for their devices.

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Jacksonville Aviation Authority

Parking and Revenue Control System

RFP No. 16-09-24001

Addendum No. 1
February 8, 2016
Questions and Answers

Q26. Is it the airports intent to supply all communications to all lane equipment?

R26. Yes. Booths will have communications terminated inside the booth. Contractor should expect to run Cat6 the short distance from the device(s) to the switch in the booth. 8 Ethernet ports are provided in each booth via the Cisco 3000 switch. If additional ports are needed or POE ports are needed the switch can accommodate two expansion modules. Expansion modules come in either 8 port add-ons or 4 port POE add-ons.

Q27. Please detail the existing Vehicle Counting System utilized for the garage level count acquisition. Include locations of head end equipment, communications currently in place, as-builts of current system, etc.

R27. The existing vehicle count system is based on mathematical calculations of total spaces available, total entries, and total exits. It uses the loops / counters at the lot entry and exit. The daily garage has additional loops at the entrance and exit of each floor to detect vehicle entry and exit. All related computer equipment is co-located with the existing PARCS servers. There are no existing reliable as-builts.

Q28. What is the manufacturer of the current signage for scoreboard sign? All other signs?

R28. The current manufacture for the scoreboard sign is Daktronics. The other lane signs are various manufactures.

Q29. Is it intended to reuse all communications to signage?

R29. Yes, if able, otherwise it is the contractor's responsibility.

Q30. What is desired for Economy Lot 3? Is a flat rate into lot via credit card and a free gate exit an acceptable solution?

R30. We are requiring Economy Lot 3 to have gates, ticket dispenser, AVI/Prox, express exit device, fee computer, intercom, fee display and non-resettable counters.

Q31. Please describe the requirement for the Premier Lanes. Are there three bidirectional lanes?

R31. The Premier Lanes will utilize the AVI system and intercoms. We have two entry and two exit lanes.

Q32. May I also ask how many client references are expected to be submitted? And for those client references, would you like the references inserted only in the original hard copy since it was requested that only one copy be submitted in a sealed and signed envelope? Please clarify the submission format for the references.

JAA
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Aviation
Authority

Parking and Revenue Control System

RFP No. 16-09-24001

Addendum No. 1
February 8, 2016
Questions and Answers

R32. **We do not have a limit on the number of references received, but prefer at least three. Generally, we recommend asking for more than that, because sometimes the requested references are not submitted in time. Since these are to be submitted in a sealed and signed envelope, we only need one copy of each reference. These can be included in the Original hard copy, or mailed directly to the address below:**
Samantha Smid
Jacksonville Aviation Authority
14201 Pecan Park Rd
Jacksonville, FL 32218

Q33. Can an extension be given to March 8 to provide adequate time to fully evaluate requirements after receipt of answers to questions in order to prepare the best possible response and address the details in our response?

R33. **The Proposal Due Date has been extended to Tuesday, March 15, 2:00 PM.**

Q34. Who is responsible for connection of all utilities to the booth that the PARCS vendor will be installing after creating required foundation as per RFP documents?

R34. **The contractor will hold this responsibility.**

Q35. Who is responsible for wiring electric panel in each booth and installing AC unit in each booth?

R35. **The contractor will hold this responsibility.**

Q36. Who is responsible for lane switches in each lane (communication). Is fiber being provided to each lane ?

R36. **JAA is providing 6 strands of multimode fiber. Four strands will be used by JAA to uplink a Cisco ie3000 switch installed in each booth to a fiber distribution switch in the toll plaza. The Cisco ie3000 switch will provide eight Ethernet ports for IP devices.**

Q37. Who is responsible for providing the necessary required civil work for the option items LPR and AVI. Civil work such as island extensions for LPR post and conduits etc

R37. **The contractor will hold this responsibility.**

Q38. Please confirm that the current overhead VMS sign infrastructure will remain and the new PARCS will not integrate with it

R38. **If you are referring to the Toll Plaza Overhead signs, the new PARCS will not integrate with the overhead signs.**

JAA
Jacksonville Aviation Authority

Parking and Revenue Control System

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February 8, 2016
Questions and Answers

Q39. Please confirm reuse of level open close signs for each level of garage

R39. Please refer to 3.02J and Appendix 2 for sign replacement.

Q40. There any drawings identifying the current electrical and communication infrastructure with connection points to Server room ?

R40. Please see the Addendum's attachment Existing Power and Communications (Page 17-18).

Q41. Is the current AVI hardware still under warranty where reuse is required ?

R41. No

Q42. Who is the current Credit Card processor. Is the account in Airport or Operator name (SP+)?

R42. Elavon and the account is in the Airport's name.

Q43. Section M.xxii.2.B (page 35) "The JAA will install new fiber optic cabling for communications and data for the new booths which the PARCS contractor will connect to the new revenue control equipment."
Will JAA also provide fiber and/or required network infrastructure for communications and data to:
a. Exit lanes where existing booths will remain (e.g. Economy Lot 1 exits)
b. Shuttle lanes
c. All entry lanes
d. Parking Space Count System cabinets

R43. JAA will provide required network communications to all locations.

Q44. What connector type will be installed on fiber provided by JAA?

R44. LC to LC

Q45. Does the lane equipment matrix in Appendix 4 depict the existing lane equipment inventory inclusive of functions offered at every lane? Or (with the exception of AVI), does it depict the expected set of equipment and functions in the new PARCS system? For example, there is currently no PARCS equipment in Economy Lot #3, however the equipment inventory shows an entry with a Ticket Dispenser, Prox-Card, Intercom and a gate. For the exit, it shows a Pay in Lane, Fee Computer, Fee Display, Prox-Card, Intercom and a gate. It also shows non-shaded AVI for both lanes, meaning they will be removed.

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February 8, 2016
Questions and Answers

R45. Appendix 4 depicts the expected set of equipment and functions in the new PARCS. The shading indicates equipment that will remain with the new PARCS systems (i.e. AVI Equipment). The Non-Shaded AVI lanes means (New-Qty 13) AVI Readers to be purchased and installed by the contractor.

Q46. Appendix 4, Entry 7 (Redundancy Automatically):
Appendix 4 under Hourly Garage shows two Entry 7 lanes. One of these lanes is shown as "Entry 7 (Redundancy Automatically)". There is no other reference on the specification to this lane. Please provide additional information on the intention of this lane.

R46. This is new to our system. This entry lane is a high use lane and it's a single entry lane with no capability for a customer to back-out of the lane if the Entry Station goes down for some reason. The Airport would like a redundancy setup for this lane, so if the first Entry #7 goes down, we can switch over to the second machine within minutes.

Q47. Would the Airport Authority allow an extension for the due date of the proposal in order to allow bidders the opportunity to best address the responses from the Authority?

R47. The Proposal Due Date has been extended to Tuesday, March 15, 2:00 PM.

Questions are due by 5:00 pm on February 9, 2016.
Proposal Due Date is March 15, 2016, 2:00 PM (local time)

JAA
Jacksonville Aviation Authority

Attendance Record
Pre-Proposal Meeting
Date: January 28, 2016

Description: Parking & Revenue Control System
RFP. No. 16-09-24001

NAME	COMPANY NAME	TELEPHONE # / FAX #
1. Samantha Smid Email: Samantha.smid@flyjacksonville.com	JAA	Telephone: 904.741.3209 Fax: 904.741.2350
2. Rick Hill Email: Rick.hill@flyjacksonville.com	JAA	Telephone: 904.741.3571 Fax:
3. Nancy Coppen Email: Nancy.coppen@flyjacksonville.com	JAA	Telephone: 904.741.3621 Fax:
4. T Hawhetzel Email: t.whetzel@secomintl.com	Secom Int.	Telephone: 843-475-2459 Fax:
5. RAJ SANDHU. Email: RAJ.SANDHU@SKIDATA.COM.	SKIDATA	Telephone: 908 392 6567 Fax:
6. Chad Keown Email: CHAD.KEOWN@PAREVUESOFT.com	ParkingSoft	Telephone: 404-218-6432 Fax:
7. Steve Knighton Email: on file	S.P. Plus	Telephone: Fax:
8. Email:		Telephone: Fax:
9. Email:		Telephone: Fax:
10. Email:		Telephone: Fax:

JAA
Jacksonville Aviation Authority

NAME	COMPANY NAME	TELEPHONE # / FAX #
1. Harvey Schwartz Email: harvey.schwartz@hubparking.com	HUB Parking	Telephone: 216 486 4834 Fax: 954 583 6609
2. Mike Driscoll Email: mike.driscoll@tiba parking.com	TIBA	Telephone: 678-602-8213 Fax:
3. Mark Schleyer Email: mark.schleyer@tiba parking.com	TIBA	Telephone: 610-883-3364 Fax:
4. MATT LAZOWSKI Email: MATT@Locomobi.com	Locomobi	Telephone: 617-510-4488 Fax:
5. Ted Heuser Email: TL-Heuser@Bellsouth.net	FDC	Telephone: 904-355-0474 Fax:
6. William Pannaway Email: B-Pannaway@FDC.com	FDC	Telephone: 904-219-7220 Fax:
7. Tom Sobczak Email: tom.sobczak@walkerparking.com	Walker Parking	Telephone: 813-388-3591 Fax: 813-888 5822
8. Jennifer Webb Email: jennifer.a.webb@jci.com	Johnson Controls	Telephone: 904-318-1126 Fax: 904-733-3334
9. Daniel D. Mott Email: Daniel.Dallott@xerox.com	Xerox	Telephone: 404.863.7956 Fax:
10. Glen Lewis Email: FIS.Glewis@gmail.com	ASPIS / FIS	Telephone: 9042196591 Fax:

JAA
Jacksonville Aviation Authority

JACKSONVILLE AVIATION AUTHORITY
CURRENT RATE STRUCTURES

Rate Assignments

Rate	Debit Rate
A	Daily Surface 2011
B	7
C	Daily Garage 2011
D	Hourly 2011
E	Economy 1 2012
F	Economy 2 2012
G	Economy 1 2011
H	ECONOMY 2 2011

Edit Rates

Exception Rate $50 00

Rate - Daily Surface 2011

Rate | Restrictions | Daily/24 Hour Max | Discount/Surcharge | Subrates

Description
Daily Surface 2011

Type
- Variable
- Fixed $0 00
- Variable Loop

Grace Period 10
End of Day 12:00 AM
Comp Time 0
Weekly Max $0 00
Tax 0

Line	Time (m)	Rate ($)	Count	Jump	Repeat
1	20	$1 50	5	0	0
2	20	$0 50	1	0	0
3	1320	$0 00	1	0	0

Use Restrictions Use Legacy Grace Period Add Delete

JAA
Jacksonville Aviation Authority

JACKSONVILLE AVIATION AUTHORITY
CURRENT RATE STRUCTURES

Rate - Daily Garage 2011

Rate | Restrictions | Daily/24 Hour Max | Discount/Surcharge | Subrates

Description: Daily Garage 2011

Type: Variable / Fixed $0.00 / Variable Loop

Grace Period: 10

End of Day: 12:00 AM

Comp Time: 0

Weekly Max: $0.00

Tax: 0

Use Restrictions | Use Legacy Grace Period | Add | Delete

Line	Time (m)	Rate ($)	Count	Jump	Repeat
1	20	$1.50	9	0	0
2	20	$0.50	1	0	0
3	1240	$0.00	1	0	0

Rate - Hourly 2011

Rate | Restrictions | Daily/24 Hour Max | Discount/Surcharge | Subrates

Description: Hourly 2011

Type: Variable / Fixed $0.00 / Variable Loop

Grace Period: 10

End of Day: 12:00 AM

Comp Time: 0

Weekly Max: $0.00

Tax: 0

Use Restrictions | Use Legacy Grace Period | Add | Delete

Line	Time (m)	Rate ($)	Count	Jump	Repeat
1	20	$1.50	12	0	0
2	1200	$0.00	1	0	0

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JACKSONVILLE AVIATION AUTHORITY
CURRENT RATE STRUCTURES

Rate - Economy 1 2012

Rate | Restrictions | Daily/24 Hour Max | Discount/Surcharge | Subrates

Description: Economy 1 2012

Type: Variable / Fixed / Variable Loop

Grace Period: 10

End of Day: 12:00 AM

Comp Time: 0

Weekly Max: $0.00

Tax: 0

Use Restrictions | Use Legacy Grace Period | Add | Delete

Line	Time (m)	Rate ($)	Count	Jump	Repeat
1	20	$1.50	3	0	0
2	20	$0.50	1	0	0
3	1360	$0.00	1	0	0

Rate - Economy 2 2012

Rate | Restrictions | Daily/24 Hour Max | Discount/Surcharge | Subrates

Description: Economy 2 2012

Type: Variable / Fixed / Variable Loop

Grace Period: 10

End of Day: 12:00 AM

Comp Time: 0

Weekly Max: $0.00

Tax: 0

Use Restrictions | Use Legacy Grace Period | Add | Delete

Line	Time (m)	Rate ($)	Count	Jump	Repeat
1	20	$1.50	3	0	0
2	20	$0.50	1	0	0
3	1360	$0.00	1	0	0

JAA
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JACKSONVILLE AVIATION AUTHORITY
CURRENT RATE STRUCTURES

Rate - Pre-Arranged 2015

Rate | Restrictions | Daily/24 Hour Max | Discount/Surcharge | Subrates

Description: Pre-Arranged 2015

Type: Variable / Fixed $0.00 / Variable Loop

Grace Period: 0

End of Day: 12:00 AM

Comp Time: 0

Weekly Max: $0.00

Tax: 0

Line	Time (m)	Rate ($)	Count	Jump	Repeat
1	60	$2.50	1	0	0
2	30	$1.00	1	0	0
3	30	$5.00	46	0	0

☐ Use Restrictions ☐ Use Legacy Grace Period

Add | Delete

Rate - Bus fee

Rate | Restrictions | Daily/24 Hour Max | Discount/Surcharge | Subrates

Description: Bus fee

Type: Variable / Fixed $20.00 / Variable Loop

Grace Period: 0

End of Day: 12:00 AM

Comp Time: 0

Weekly Max: $0.00

Tax: 0

Line	Time (m)	Rate ($)	Count	Jump	Repeat

☐ Use Restrictions ☐ Use Legacy Grace Period

Add | Delete

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JACKSONVILLE AVIATION AUTHORITY
CURRENT RATE STRUCTURES

Rate - COMMERCIAL 1

Rate | Restrictions | Daily/24 Hour Max | Discount/Surcharge | Subrates

Description: COMMERCIAL 1

Type: Variable / Fixed (40.00) / Variable Loop

Grace Period: 0

End of Day: 12:00 AM

Comp Time: 0

Weekly Max: $0.00

Tax: 0

Line	Time (m)	Rate ($)	Count	Jump	Repeat
1	60	$2.50	1	0	0
2	30	$1.00	45	0	0
3	30	$0.00	26	0	0

☐ Use Restrictions ☐ Use Legacy Grace Period

Add | Delete

Rate - NO RATE

Rate | Restrictions | Daily/24 Hour Max | Discount/Surcharge | Subrates

Description: NO RATE

Type: Variable / Fixed ($0.00) / Variable Loop

Grace Period: 10

End of Day: 12:00 AM

Comp Time: 0

Weekly Max: $0.00

Tax: 0

Line	Time (m)	Rate ($)	Count	Jump	Repeat

☐ Use Restrictions ☑ Use Legacy Grace Period

Add | Delete

JAA
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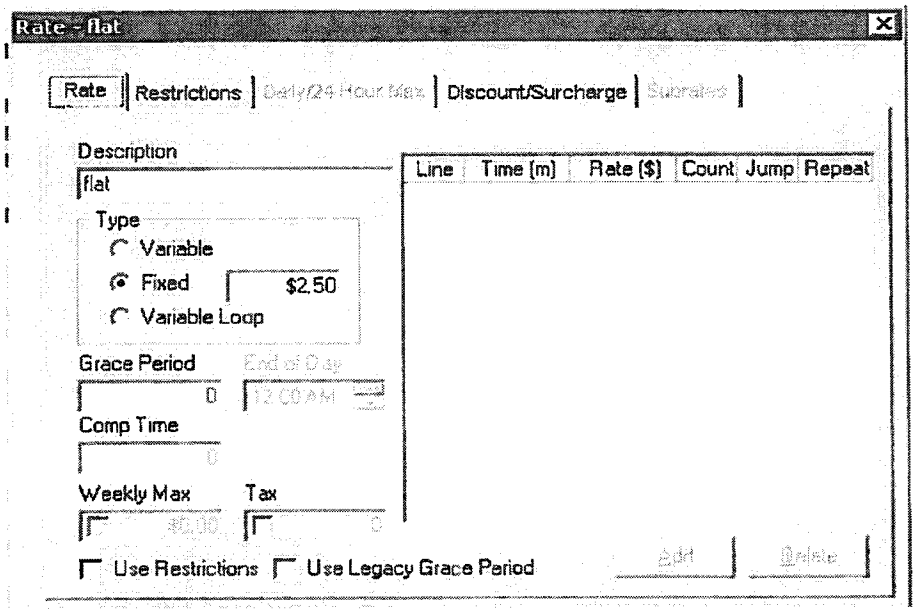
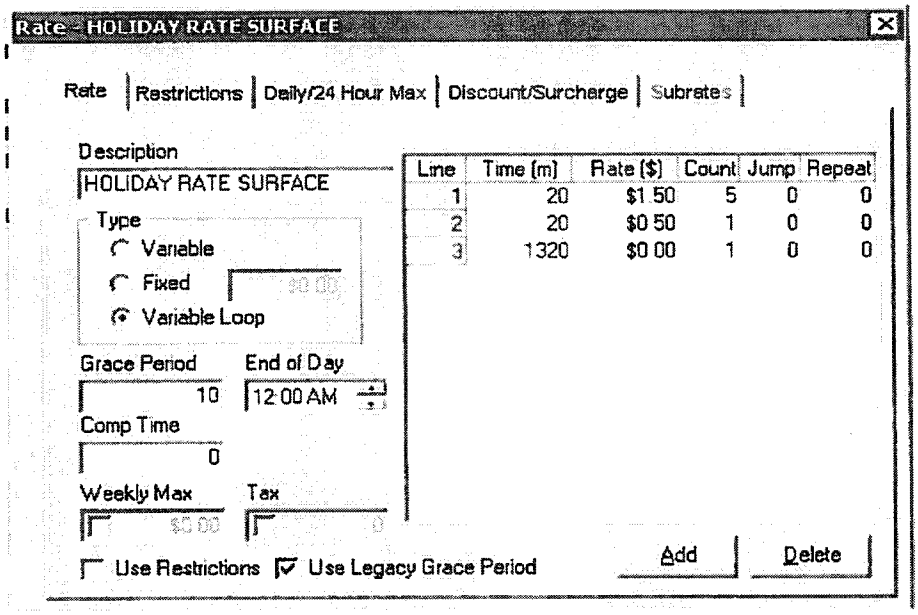
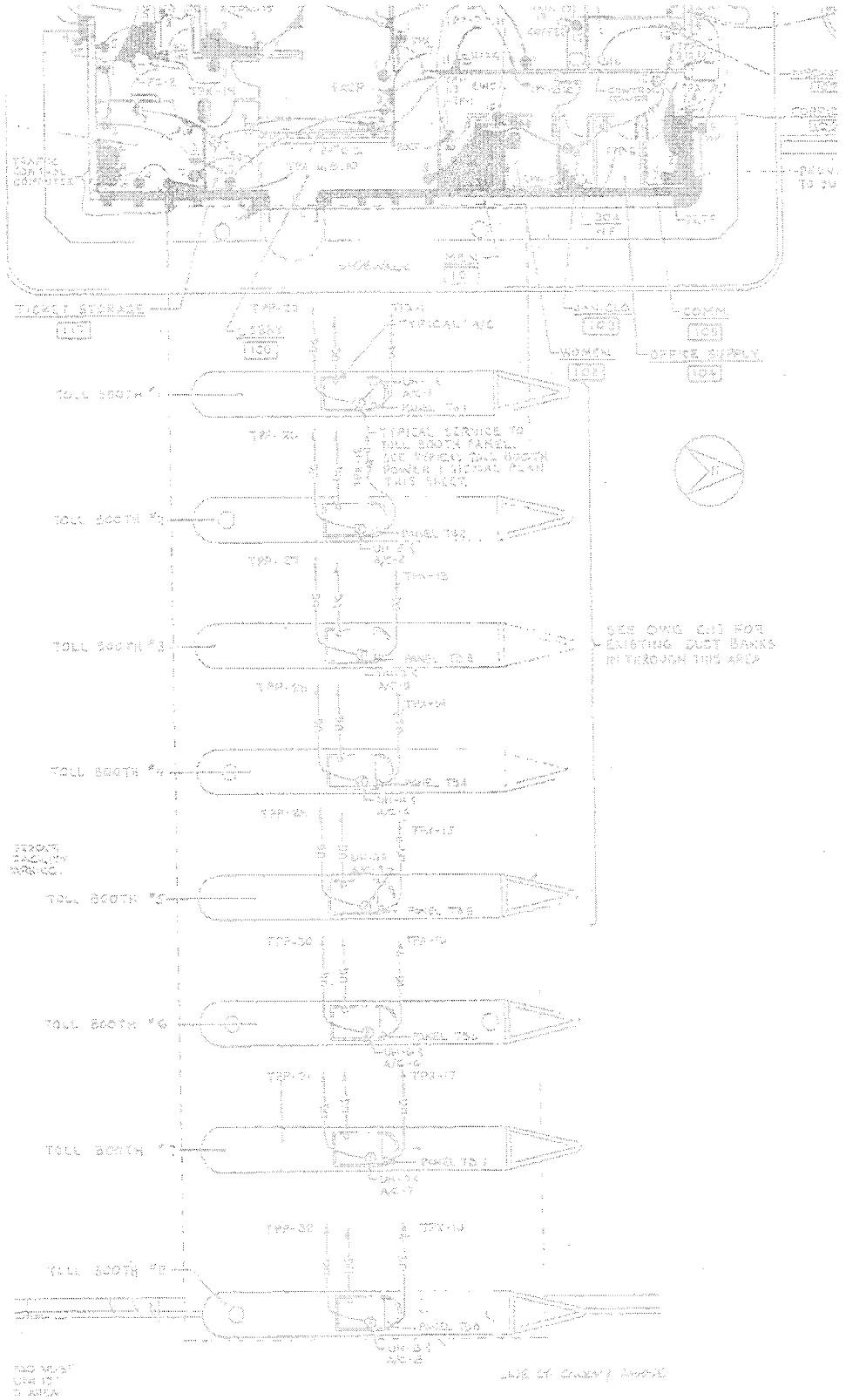
JACKSONVILLE AVIATION AUTHORITY
CURRENT RATE STRUCTURES

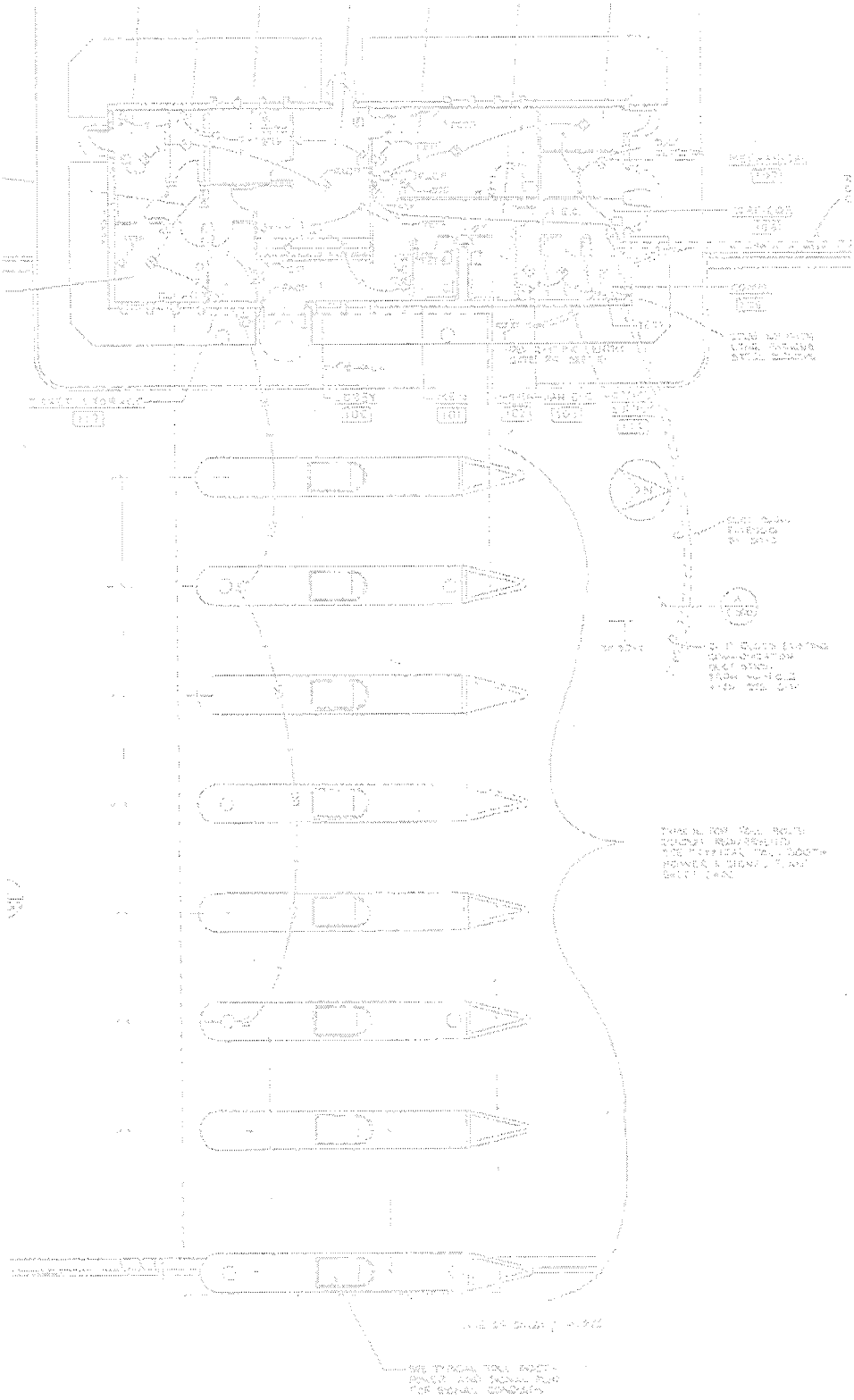






POWER PLAN

1/8"=1'-0"



COMMUNICATIONS PLAN

JAA
Jacksonville Aviation Authority

JAA
Jacksonville Aviation Authority

Parking and Revenue Control System

RFP No. 16-09-24001

Addendum No. 2
February 29, 2016
Questions and Answers

Q1. Is EMV credit card certification and equipment & software required for all credit card collection devices provided in the system?

R1. EMV is not required, but is a preferred solution that JAA would like to have. Please see Addendum 1 Q5 and Q6.

Q2. Is PCI credit card certification and software required for all credit card collection devices provided in the system?

R2. A fully PCI compliant solution is a requirement.

Q3. Will JAA provide "As-Built" drawings for the existing count, entry, exit, and signs in the current system?

R3. JAA does not have reliable as-built drawings.

Q4. Will JAA provide storage space for the new equipment for installation staging?

R4. See Addendum 1 Q16.

Q5. Will JAA provide office space for the use by the Parking Control System Contractor during the installation and testing of the system?

R5. See Addendum 1 Q15.

Q6. Per the Pre-Proposal conference, it was stated by JAA that it would provide power to all lane equipment. Is this correct?

R6. Yes

Q7. Per the Pre-Proposal conference, it was stated by JAA that it would provide multi-mode fiber optic cable to all lanes of equipment. Is this correct? How many strands of fiber are to be provided?

R7. See Addendum 1 Q25.

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Q8. Per the Pre-Proposal conference, it was stated by JAA that it will provide the servers required for the application software. Is this correct?

R8. Yes

Q9. Per the Pre-Proposal conference, it was stated by JAA that it will provide the 3rd party software for the servers, network components, switches, routers, firewalls all to the lane level of the new system so that Ethernet capability is available in all of the lanes. Is this correct?

R9. Yes, See Addendum 1 Q25 and Q26.

Q10. Is the project taxable? If So: what rate and what is the tax to be calculated upon. Material? Labor? Both?

R10. This project is not taxable, as JAA is tax exempt.

Q11. Reference page 32 Phase V - Warranty
Please provide additional detail for what will be required for the warranty maintenance services, i.e. preventative maintenance inspections, frequency of inspections, and service response time for normal hours, after-hours, weekends, and holidays.

R11. The proposal should ensure a consistent and stable operational environment supporting a 24x7 operation. The contractor should provide their activities and plan for providing maintenance.

Q12. Reference page 34 xxi. Post Warranty and Maintenance Technical Support (Optional Bid Item)
Please provide additional detail for what will be required for post warranty maintenance services, i.e. preventative maintenance inspections, frequency of inspections, and service response time for normal hours, after-hours, weekends, and holidays.

R12. The proposal should ensure a consistent and stable operational environment supporting a 24x7 operations. The contractor should provide their activities and plan for providing maintenance.

JAA Jacksonville Aviation Authority

JAA Jacksonville Aviation Authority

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Q13. Viii. License Plate Recognition (LPR) (All Lots) (Optional Bid Item)
Second Paragraph, starting with "Operations: The LPR PARCS system....." Would JAA please provide some context to the requirements of LPR entry and exit with respects to monthly parkers and mobile payers by providing scenarios for each type of parker? Also, would the monthly parkers use AVI tags or will LPR be used exclusively in lieu of them? How does a validation in the aforementioned section operate in the Operational context?

R13. The LPR system should capture the license plate of each and every vehicle at the entrance and exit lanes with reconciliation capabilities. The ability to archive the images and data in its database. Provide detailed reports quickly. Prevent or drastically improve the lost ticket issue. License plates can be checked against inventory for verification reasons.
All monthly and frequent parkers will use AVI or Proximity tags. JAA shall have the ability to turn on and turn off the AVI/Proximity LPR functionality. If turned off, a AVI/Proximity card transaction would not be associated with a license plate number check by the LPR system.

Q14. 3.02.A Entry Station – Camera Bullet Point
Please provide the intended function of the Entry Station Camera? Does the authority have the back-end equipment to monitor or record this camera? Please elaborate on this system?

R14. The intended function of this camera is for the Parking Office to communicate with the customer in the lane, if the customer needs assistance. This camera does not need to record.

Q15. 3.02.A Entry Station – UPS Option
Does the authority prefer an UPS to support the Entry Station device only or one that can support the entire lane for a period of time? If so how much time would the authority prefer it to support?

R15. JAA is open to either option. UPS should support at least 4 hours.

Q16. 3.02. C Express Exit Station – Camera Bullet Point
Please provide the intended function of the Express Exit Station Camera? Does the authority have the back-end equipment to monitor or record this camera? Please elaborate on this system.

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R16. The intended function of this camera is for the Parking Office to communicate with the customer in the lane, if the customer needs assistance. This camera does not need to record.

Q17. 3.02.C Express Exit Station – UPS Option
Does the authority prefer a ups to support the Entry Station device only or one that can support the entire lane for a period of time? If so how much time would the authority prefer it to support

R17. JAA is open to either option. UPS should support at least 4 hours.

Q18. Appendix 1 (page 40) Duress Alarm
Is it the Authorities intention to continue to us the Ccure iStar panel? Is the activation of the panel accomplished over the network or does the Cashier Terminal activate it with a dry contact closure

R18. Yes, we will continue to use C-Cure iStar panel connectivity. The Cashier Terminal will activate a duress alarm with certain keystrokes. Please see section 3.01i.

Q19. Is it the intention to have Dual Entry Terminals at Lane 7? Dual meaning that there are 2 entry terminals in lane, secondary to be fail safe device.

R19. Yes

Q20. Are Workstations for staff necessary for installation?

R20. JAA will provide six desktop workstations with Windows 7 to support operations of the parking facilities. The Contractor shall provide software and licensing for the six workstations to utilize the PARCS systems and features.

Q21. Computer System Requirements: Is it the authority intention to provide Server Hardware needed for the PARCS installation?

R21. Yes

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Q22. Is it the intention of the authority to provide initial access for Server installation either physical access and or remote access?

R22. Access necessary to complete the installation will be granted during the project.

Q23. The authority mentioned about old data migration, can they provide existing software used for migration compatibility with the old to new PARCS version?

R23. The current system is Amano, build 17.

Q24. Licensing: The authority asked to be the owners of the licenses; does that mean they will also maintain the cost to all upgrades, revisions and new releases or replacement software like Microsoft Backup Office?

R24. Yes

Q25. Network Systems: Is it the intention of the authority to provide Network equipment access such as firewall, switches, and routers needed for the PARCS solution?

R25. Yes

Q26. And If so, is it their intention to manage all ACLs (access control lists) provided for the PARCS per the design solution?

R26. Yes

Q27. And if they are, will they be responsible for the PCI-DSS management on the Network Systems as defined by the PCI Industrial Compliancy Matrix on PCI-DSS logging and monitoring?

R27. Yes, after project acceptance. The contractor is responsible for ensuring all of the necessary software, configurations, and other components and activities as required, are in place to achieve merchant PCI compliance.

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Q28. The prime contractor responding to this RFP must assure that it holds current required licenses, for example, a city/county/state business license. Please confirm that no type of construction license is required of the prime contractor responding to this RFP.

R28. The Prime Respondent should have the appropriate licenses and certifications for all work that will be their responsibility. All subcontractors need to be licensed and insured for the various trades and tasks that they will complete in this project. If the Prime Respondent is legally delegating the responsibility of construction to a subcontractor under Florida and local law, then the subcontractor needs to hold the construction license, and the Prime Respondent is not required to have a construction license. Proof of license and insurance for the Prime Respondent and all subcontractors should be a submitted with each Proposal, and will be a part of the evaluation.

Q29. 3.02 L viii - Stolen Ticket Exit - From the workstation, the supervisor transmits the entry information to the Express Exit Station. How does the supervisor confirm the validity of the entry information?

R29. The supervisor can confirm using the LPR system.

Q30. I do not see any mention of pay on foot stations; is there any desire for these or is it strictly a pay on exit system?

R30. JAA has no desire to have pay on foot stations. Only pay on exit system.

Q31. Can we submit multiple cost submittal forms?

R31. No, only one form is to be submitted.

Q32. AVI Readers & Tags: Pg 28.x. AVI Replacement
Is it the airports intent to reuse the current readers or replace them?

R32. JAA will reuse most of the AVI Readers, but there is an optional bid item to replace 19 AVI readers with the newer Encompass E4. The PARCS bid should include 13 new AVI readers for various locations.

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Q33. What if we don't buffer the 1800 transactions in the lane because we can always issue tickets in an offline mode.

R33. **JAA is requiring stand-alone capabilities for each Entry/Cashier Exit/Express Exit Stations in the event that network communication is lost and regardless of where on the network the communication interruption occurs.**

Q34. Reports: Page 25 - Please clarify what the following reports should contain/what specifically JAA is looking for on these reports:
Instantaneous (access card) presence check
Ticket Sequence Report
Outstanding Ticket Report

R34. **<u>Instantaneous (access card) presence check</u>: Provide a real-time check on any AVI/Proximity card in the system (i.e., location, time & reader).**
<u>Ticket Sequence Report</u>: Provide a complete sequence of transactions related to individual tickets (i.e., information about how and when ticket was issued shall be tied to how and when fee was paid and ticket was processed).
<u>Outstanding Ticket Report</u>: Provide a listing of tickets that have been issued but are not yet processed at an exit. The PARCS shall receive data on each Access Control System transaction from Access Control System controller, adding it to transaction log and consolidating it into daily activity reports.

The Question and Answer Period is now closed.
Proposal Due Date is March 15, 2016, 2:00 PM (local time)

EXHIBIT 2

Original Proposal and Additions

4820 Executive Park Court, Suite 109,
Jacksonville, Florida 32216 USA
Tel 904-316-1126 Fax 904-733-3335

Johnson Controls

September 30, 2016

Attn: Rick Hill, PMP | IT Project Manager
C/O: Jacksonville Aviation Authority
14201 Pecan Park Road
Jacksonville, Florida 32218
Rick.Hill@FlyJacksonville.com

Re: PARCS Updated pricing and equipment list

Rick,

Please see below revised pricing and equipment list based on the JAA reference final updated inventory list provided dated September 7, 2016. I have also included an equipment list detail for base and options.

Project Cost Submittal Form	
Item	**Price**
Base Cost	
Base hardware, software, and equipment	$1,703,124
Labor (Including all required travel)	$650,326
Total	$2,353,450
Optional Items	
UPS Battery Backup – Entry Stations (3.02 A)	To be provided by JAA
UPS Battery Backup – Cashier Stations (3.02 C)	To be provided by JAA
Parking Validation Subsystem (M vii.)	$19,843
Frequent Parker Program (M iv.)	N/A
License Plate Recognition (M viii.)	$1,018,369
JAX Passport Frequent Parker Program (M ix.)	$95,900
Oversized Vehicle Detection (M x.)	N/A
AVI Reader Replacement (M xi.) with HID readers	$65,788
Post Warranty and Maintenance Technical Support (M xxii.)	$116,769 *
Project minor changes and or additions	$100,000

Please note:

*Annual costs will be reviewed each year prior to renewal to confirm annual renewal price.

Spare parts option reference bill of material $130,722

Frequent Parking Program Ongoing Credit Card Transactional/Gateway Fees still need to be determined and what merchant account will be used. Pricing is based on the proposed design. If JAA requires additional modifications and customizations It can be provided at an additional cost.

Gatekeeper for TNC-Ops module $28,368 reference information below.

4820 Executive Park Court, Suite 109,
Jacksonville, Florida 32216 USA
Tel 904-316-1126 Fax 904-733-3335

Johnson Controls

Updated total for base and options is $3,929,209.

Sincerely,

Jennifer A. Webb
Account Executive
Building Efficiency
Johnson Controls, Inc.
4820 Executive Park Court
Suite 109
Jacksonville, Florida 32216
tele 904.316.1126
fax 904.733.3334
jennifer.a.webb@jci.com
www.johnsoncontrols.com

EXHIBIT 3

Equipment list

JAA PARCS EQUIPMENT BY LANE 9/07/2016 Rev2a

Lane Location Name and ID	LPR Cameras	In-Lane Cameras and Booths	Helix Sign	Barrier gate w/10' aluminum arm	Barrier gate w/AGA folding arm	Non-resettable counter	Open/Closed sign	Garage Level/Open/Full	Style frame	Design sign board	Detector, 10-30AC DC, 11 Pin	Ticket Dispenser, Printer, Intercom Bracket (MP-30-SQ)	Exit Verifier, CC/Debit Card/Hotel Card, Receipt Printer, Prox. Reader, Intercom	Vehicle Pay Station, 1w Note Dispenser, Prox Reader, Intercom, Voice Annunciator	Card Reader, Supp. 3-Weigand/1 Serial, OLED Display, Pedestal (CR30)	Cashiering Terminal, Receipt Printer,	Pedestal, dual height w/enclosure	Pedestal, truck height w/enclosure	Intercom module, Stentofon	Speaker, 2.5", 45 ohm	Microphone w/boot	Intercom hardware	Reader, HID	Voice Annunciator	Custom Graphic Panel	TCUP low driver	Controller, Dual Lane Access	[illegible]	Automatic Fee Station
Daily Surface Lot*																												
Entry #1	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Entry #2	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Entry #3	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Entry #4	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Exit #1*	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Exit #2*	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Exit #3*	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Exit #4*	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Exit #5*	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Exit #6*	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Exit #7*	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Exit #18* (Shuttle & Public)	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Shuttle Exit****	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Pass Thru Lane (DEL)	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Total	34	19	8	14	8	20	4	8	0	8	8	4	7	7	7	3	0	3	14	14	14	14	13	13	13	16	8	8
Daily Garage*																												
Entry #5	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Entry #6	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Entry #7	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Exit #19*	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Exit #20*	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Entry-4th Level Employee Heated	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Exit-4th Level Employee Heated	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Pass Thru Lane (Hourly)	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Total	18	7	8	6	8	13	7	8	0	8	8	7	7	6	7	4	0	4	3	3	3	3	3	3	3	0	8	8
Daily Garage*																												
Entry #13	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Entry #14	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Entry #15	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Pass Thru Lane (Entry by Bus Lot)	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Pass Thru Lane (Entry by Hourly Inc Gate	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Levels 2-4	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Helix Sign	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Total	14	9	8	8	8	8	8	0	0	8	8	8	8	8	8	8	0	8	8	8	8	8	8	8	8	0	8	8
Economy Lot #1																												
Entry #4	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Entry #5	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Entry #6	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Exit #4	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Exit #5	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Shuttle Entry****	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Shuttle Exit****	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Total	8	8	8	8	8	8	8	0	0	8	8	8	8	8	8	8	0	8	8	8	8	8	8	8	8	0	8	8
Economy Lot #2																												
Entry #10 (Public & Shuttle)****	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Entry #11 (Public & Shuttle)****	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Exit #10	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Exit #11 (Public & Shuttle)****	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Shuttle Exit****	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Total	8	5	8	5	8	11	4	8	0	8	8	8	8	8	8	5	0	8	4	5	5	5	5	5	5	10	8	8
Economy Lot #3																												
Entry #12	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Exit #12	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Shuttle Exit****	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Total	6	3	6	3	6	3	3	0	0	6	6	6	6	6	6	3	0	3	3	3	3	3	3	3	3	0	6	6
Employee Lot																												
Entry	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Entry	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Exit (original)	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Exit (original)	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Total	8	4	8	4	8	4	4	0	0	8	8	8	8	8	8	4	0	4	4	4	4	4	4	4	4	0	8	8
South Vendor Lot (Future)																												
Entry #13	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Entry #14	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Exit #13	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Exit #14	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Total	8	4	8	4	8	10	4	0	0	8	8	8	8	8	8	4	0	4	4	4	4	4	4	4	4	0	8	8
Premier Lot/Pre-Arranged																												
Entry (Premier Lot)	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Exit (Premier Lot)	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Shuttle/Public Entry (Remotemat Rd)****	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2
Shuttle/Public Exit (Remotemat Rd)****	2	1	2	1	2	1	1	0	0	2	2	2	2	2	2	1	0	1	1	1	1	1	1	1	1	0	2	2

Total	6	4	8	4	9	9	6	5	8	4	8	9	8	9	5	8	2	6	8	6	5	6	4	4	3	3	8	3	4	8
Commuter Lane																														
Shuttle Entry*	2	2	4		1	4	1	4	4	4	4	4	1	1	1	0	1	1	1	1	1	1	1	1	1	1	2	2	2	3
Shuttle Exit*	2	2	4		4	4	4	4	4	4	4	4	4	4	4	4	1	4	4	4	4	4	4	4	4	4	4	1	1	4
Total	4	2	8	1	8	8	9	4	8	4	8	8	9	9	4	8	3	8	4	4	4	4	4	4	4	4	8	1	3	8
Tunnel Bagger Chain																														
Bagger Claim	2	2	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	2	2	4
Total	10	14	7	10	8	12	9	7	8	8	12	9	10	9	12	12	3	2	8	12	7	8	12	12	10	12	8	3	4	7

Office	
Server, AlphaGuard XE1	1
Licenses, Soft Stations	10
Master Station w/Handset and Display	6
SIP Trunking license, 2 lines for XE exchange	2
Audio Codes SIP Gateway (12FXS1000)	2
SmartPark Additional Workstation license	6
SmartPark Standard Edition, Single Software w/2 Parking Fac	1
SmartPark Standard Edition, Single Software each Add. Facility	2
TMS TIM@pay CC Pay license PCI certified credit card software	2
Multi lane credit card processing gateway software license	2
Software SmartZone & Counting Management License, 5gl Site	3
TMS Monthly Data Secure Accounts Server access provided Single site license	1
TMS Account Receivable interface license Pass interface	3
Wedge reader	6
Barcode Paper	136
Receipt Roll	50
Stickers, Validation, 250 sheets,	2
Proximity cards standard, non graphic	0

Test/Development Lab*	
Barrier Gate, Vendated	2
Ticket Dispenser, Printer (IMP 30 SQ)	1
Exit Verifier, CC/Debit Card/Pass Card	1
Reader, Proximity	2
Cashiering Terminal Receipt Printer, EC	1
Camera, LPR, Overview	2
Camera, LPR License Plate	2
Lane Controller, LPR	1
Controller (CT 20)	1
Software, SmartPark Single Facility	2
Software, TIM@Pay	1
Software, Multi lane Credit Card	2

Software, IP Video Management (IPM)	1
Software, Sys Control - Management Essentials	1
Vehicle Detection/Loops, Simulated	6

*Items Excluded From Test/Development Lab

-Barrier gates

-Software servers

-Intercoms

-Voice Annunciators

EXHIBIT 4

Scope of Work

SCOPE OF WORK

3.01 GENERAL OVERVIEW

Johnson Controls, Inc.(JCI) will replace the current legacy Parking Access and Revenue Control System (PARCS) at the Jacksonville International Airport with current industry standard hardware, software, and equipment. This scope of work includes all design, material, labor, equipment, services, and training that is necessary to fully implement the system.

All aspects of the PARCS are subject to PA-DSS 3.0 compliant and certified to meet PCI 3.1 equipment requirements. JCI is required to be experienced with PCI compliance and to ensure that all aspects of the installed PARCS are compliant. The new system should support current parking function and logistics, with additions where noted. The system should be capable of utilizing system generated tickets (barcode) as well as Proximity-cards. The system will include a Ground Transportation Activity and Premier Parker Program. Promotional programs including coupons or other special rates, and corporate rates programs and a Frequent Parker Program.

All current PARCS equipment including AVI readers shall be replaced as part of this scope of work (see equipment list in exhibit 3). Loop detectors will be replaced as needed.

3.02 SCOPE OF SERVICES

A. Entry Stations

Each Entry Station shall consist of the following components and capabilities:

- Access door with appropriate tamper-resistant locking system (all entry stations will be keyed alike, and unique to this installation).
- Single slot in the Entry Station's face. (No credit card in)
- Issuance of one credit card-sized parking ticket that is barcoded for each entry transaction.
- Active color matrix message screen, minimum six inch diagonal display that is easily readable in all ambient lighting conditions.
- Utilize visual instructions for patrons to understand the sequence of events to complete a transaction.
- Push-button ticket issuance.
- Illuminated ticket slot.
- Push-button intercom integrated into the face of the Entry Station.
- In-lane camera to view driver
- Retractable ticket mechanism and separate bin to collect retracted tickets.
- Uniquely encoded parking tickets printed for each specific parking area.
- Unique machine identification number.
- Proximity Card Reader with a minimum read range of six inches integrated into the face.
- Shall hold a minimum of 2,000-2,300 dependent on ticket length.
- Cabinets: White in color and customized for customer; to fit in existing spaces without significant modifications to curbs, bollards, etc. Cabinets must be designed to withstand typical north east Florida climate, using exterior grade materials, etc. and should open away from traffic lanes.
- Shall possess an internal clock function that is periodically synchronized with the PARCS servers as required to maintain overall time synchronization. The clock shall have the ability to automatically adjust for daylight savings time and leap years via the PARCS.
- Equipment shall use IP communications.
- Stand-alone capabilities for each Entry Station in the event that network communication is lost. Specifically, each Entry Station shall provide offline transaction storage capacity for all transactional information for a minimum of 1,800 transactions. Entry Station shall automatically upload all transaction information to the Servers once communications are restored.
- All equipment shall comply with current ADA requirements.
- Ticket Stock Low alarm generated on PARCS.
- Ticket Stock Out alarm generated on PARCS.
- UPS battery backup and120 VAC/60Hz grounded power (provided by JAA).

B. Cashier Stations

All cashiered lanes shall be dual-use such that they are capable of operating in a cashiered mode through the cashier station or in an unattended mode through the express exit station. The lane operating in unattended mode shall operate in the same manner as an express exit lane as stated in section 3.02C below.

Each cashier station shall be equipped with the following components and capabilities:

- Cashier terminal is equipped with integrated credit card functionality
- Fee computer shall operate only when a cashier is individually logged onto the system.
- Ticket reader/validator that accepts standard readable cards, barcode parking tickets, validations, and credit cards.
- Capability to process acceptable payment methods (cash, credit cards, checks).
- Capability to cancel a transaction before completion.
- Receipt printer that is capable of producing receipts for a transaction. Duplicate receipt function shall be a user selectable feature that can be disabled, if desired. Receipt printer inside cashier booth shall automatically be disabled when cashier is not present. Customers shall be given the option for a receipt for all transactions (no auto-issued receipts).
- The PARCS shall implement cashier booth fee displays that are easy to read and mounted on the exterior of the cashier booths.
- Dual cash drawer operation (relief cashier shall operate out of their own cash drawer) with removable, lockable inserts.
- Stand-alone capabilities for each Cashier Station in the event that network communication is lost. (Credit card will not work, and customer will use the intercom)

  Specifically, each Cashier Station shall provide offline transaction storage capacity for all transactional information, including storing encrypted credit card data, for a minimum of 1,800 transactions.

C. Express Exit Stations

Each Express Exit Station shall be equipped with the following components and capabilities:

- Access door with appropriate tamper-resistant locking system (each express exit station will be keyed alike, and unique to this installation).
- Ticket reader/validator that accepts standard readable cards, barcode parking tickets, validations and credit cards through the same single slot that shall print a patron credit card receipt that requires no signature.
- The system shall utilize RS422, intercom shall use IP protocols.
- Customers shall be given the option for a receipt for all transactions (no auto-issued receipts).
- A configurable timeout function for receipt request shall be initially set for 20 seconds or until the next ticket is inserted.
- Capacity to hold two full stacks of receipt paper.
- Receipt Stock Low alarm generated on PARCS.
- Receipt Stock Out alarm generated on PARCS.
- Active color matrix display, minimum size six inches measured diagonally, shall be readable in all lighting conditions.
- Utilize visual instructions for patrons to understand the sequence of events to complete a transaction.
- Cancel button that allows a patron to cancel a transaction once a parking ticket has been inserted.
- Secured switch for activating/deactivating all lane equipment. A computerized LCIP to control equipment component communications within the lane and to the Servers utilizing RS422 TCP/IP.
- Stand-alone capabilities for each Express Exit Station in the event that network communication is lost. (Credit card will not work, customer will use the intercom) Specifically, each Express Exit Station shall provide offline transaction storage capacity

for all transactional information, including encrypted credit card data, for a minimum of 1,800 transactions. Express Exit Station shall automatically upload all transaction information to the Servers once communications is restored.

- Proximity Card Reader with a minimum read range of six inches integrated into the face of the Express Exit Station.
- In-lane camera to view driver.
- All equipment shall comply with current ADA requirements.
- Push-button intercom integrated into the face of the Express Exit Station.
- UPS battery backup (optional).
- 120 VAC/60Hz grounded power.

D. Entry and Exit Vehicle Detection Devices

Vehicle detectors shall be intelligent detectors with directional logic where required herein. Detectors shall contain microprocessor logic to differentiate direction of traffic flow, and can send a violation alert signal when a vehicle backs out of lane. Detectors shall:

- Saw cut or embedded loops shall be used for entry and exit lane vehicle detection (use existing)
- Automatically maintain peak sensitivity regardless of rain or other environmental conditions. Different sensitivity settings shall be provided to allow tailgating vehicles of varying height and size to be optimally detected.
- Have a three-position frequency switch. No two frequencies shall be same, to prevent crosstalk or interference between loops in proximity of each other.

E. Barrier Gates

JAA prefers that the gates provided under this project be Magnetic Autocontrol™ or of equal quality and functionality.

- Gates shall be capable of reporting gate status (gate up, gate down, gate broken or missing, etc.) and vend signals to the lane devices or directly to the PARCS.
- Ability to have three loop configuration.
- Auto rebound feature.
- Single piece gate arm or articulated as required by height limitations.
- Ability to set gate to lock up, auto or off.
- The gate should be capable of receiving commands from both the local lane device and remotely from an authorized PARCS user (i.e. Supervisor).
- An appropriate system status message shall be recorded when a gate status message is effected either through the in-lane control panel or through a remote command.

F. Non-Resettable Counters

All entry and exit lanes shall provide non-resettable counters mounted on the entry and exit devices in a manner that allows the counter to be read without opening the device. The counter shall increment each time a ticket is processed, each time a credit card ticket is processed, and each time an access credential is used to enter or exit the facility.

G. Intercom System

As a subsystem of the PARCS an intercom system shall be provided to accommodate patron communication between various lane device locations and the parking operations office.

- All calls shall be directed back to the parking office for operations staff to address.
- The communication intercom system shall utilize voice over IP protocols.
- Remote intercom call stations shall be furnished at all entry and exit lanes. Intercoms shall be located so that they can be easily accessed from open window of standard passenger vehicle. Intercoms shall include "Press for Assistance" signs and visual verification that the intercom has been activated. Intercom system shall comply with current Americans with Disabilities Act requirements.

H. Patron Fee Display

A Patron Fee Display (PFD) shall be used to indicate only the fee due. The PFD Enclosure shall be NEMA Type IV weather resistant or equivalent, and shall be mounted on the exterior of the cashier booth and be easy to read. The PFD shall display amount due until the closing loop is activated.

I. Duress Alarms

A duress alarm shall be provided through the fee computer in each cashier booth with communication provided to the Police Department.
When activated, the cash drawer opens and a duress call is made automatically to the police. The JCI shall describe in the proposal the duress alarm process and functionality.

J. Lane Open/Closed Signs

Signs shall be single message LED. Signs shall be provided at all ticket entry lanes and shall be mounted by the ticket dispenser. Sign shall be activated automatically or manually by PARCS. JAA requires various signs to be replaced as described in Appendix 2.

K. Proximity Card-Based Parking

The ability to use proximity cards as an access media shall be provided to accommodate both public parking and employee parking.

i. Entry Lane— Proximity Card

Upon verifying the user's account the reader/entry device shall verify the anti-passback status of the user's access media and if valid, issue an "open" command to the barrier gate, and disables ticket functionality. Once the vehicle has exited the lane, the gate shall close automatically.

ii. Exit Lane—Proximity Card

Upon exit the proximity-card reader should detect the presence of a valid and authorized proximity-card. Upon verifying the user's account the reader or lane device shall verify anti-passback status and if all information is correct, issue an "open" command to the barrier gate. Once the vehicle has exited the lane, the gate shall close automatically.

L. Patron Entry Parking

i. Ticket Entry Procedures

The following shall take place for all entry events:

- When the entry lane arming loops are not activated, the screen shall display the JAX Int'l Airport's logo, date, and time.
- When the vehicle activates the arming loops, the message on the Entry Station's display shall read "Press Button for Ticket".
- When a patron presses the ticket issue button, no other entry method is allowed at that point and the Entry Station shall issue a uniquely numbered parking ticket while an audible signal shall sound. The Entry Station shall dispense a bar code imprinted parking ticket and print on the ticket the year, month, day, entry time (hour/minute/second),
facility code, lane number, entry sequence number, unique transaction number, and unique machine number. Abbreviations are acceptable; time stamps shall be in 24-hour, military time.
- Upon clearing the barrier gate's closing detector, the barrier gate arm shall lower to the closed position and reset the lane for a subsequent transaction.
- The barrier gate's counter shall increment by a count of one.
- The entry event shall be validated and the associated data with the entry event shall be stored.
- The Parking Space Count System shall decrement the number of available spaces by a count of one from the appropriate facility, Hourly Parking, Daily or Daily Surface Parking.

Transaction specific procedures are required in addition to those listed above. The transaction specific entry procedures and procedures for abnormal events are detailed below.

ii. Back out at Entry

If a patron pushes the ticket issue button and backs out of the lane without retrieving the ticket the barrier gate shall remain closed and the ticket shall be retracted and retained in the Entry

Station. The ticket shall be invalidated by the entry station and within the system to prevent future use. The back out entry event shall be stored in the system and the lane shall reset for a subsequent transaction.

iii. Stolen Ticket at Entry

If a patron pushes the ticket issue button, retrieves the ticket, and then backs out of the lane the barrier gate shall automatically return to the closed position (no timed delay to lower the barrier gate arm to the closed position shall be acceptable), the ticket shall be invalidated within the system, and an alarm shall be generated. The stolen ticket entry event shall be stored in the system. The ticket shall not be allowed to be processed at any exit.

iv. Express Exit Lane Procedures

The following shall take place for all normal exit transactions at an Express Exit Lane:

- When the Express Exit Lane arming loops are not activated, the patron's display screen in the Express Exit Station shall display the JAX Int'l Airport's logo, date, and time.
- After activating the arming loops, the display reads, "Insert Ticket".
- Once the parking fee is calculated, the parking fee shall be displayed on the Patron's Display.
- The patron presents a credit card.
- During credit card authorization, the display shows the message "Processing, Please Wait" or similar appropriate message.
- The station gives the option to print the patron receipt, if selected the display reads "Please Take Receipt", and the station produces an audible "beep", the display reads "Thank you", or similar appropriate message and the barrier gate rises.
- Vehicle crosses the closing loop, the barrier gate closes, and the lane resets for the next transaction.
- The barrier gate's counter increments by a count of one.
- The ticket is moved from active ticket inventory to inactive ticket inventory, and the PARCS increases the number of available spaces by a count of one for the appropriate facility, Hourly, Daily or Daily Surface Parking.
- Transaction specific procedures are required in addition to or in place of those listed above. The transaction specific exit procedures and procedures for abnormal or unique events are detailed below.

v. Express Exit - Invalid Credit Card Presented for Payment

- After fee is displayed, an invalid credit card is inserted or presented and the display shows the message "Processing, Please Wait".
- If authorization is declined, an appropriate message is displayed.
- The ticket remains in the Express Exit Station and the display alternates between displaying the fee and the message "Present Credit Card for Payment".
- Once the patron presents a valid credit card for payment, the transaction continues as a normal exit transaction.
- If the patron does not have a valid credit card, they must push the intercom for assistance.

vi. Express Exit - Exit Within Grace

A zero dollar fee is displayed, and the barrier gate rises. The display reads "Thank you". Once the gate rises, the transaction continues as a normal exit transaction.

vii. Express Exit - Unreadable Ticket Transaction

- Ticket is inserted into the ticket slot. The ticket cannot be read by the Express Exit Station and is returned through the ticket slot. The display reads "Ticket Unreadable, Press Intercom Button for Assistance".
- The patron pushes the intercom button and is connected to a supervisor. After the patron informs the supervisor that their ticket is unreadable, the supervisor is able to use a workstation to transmit the entry information to the Express Exit Station. The correct fee is

calculated and displayed. The display reads "Present Credit Card for Payment".

- The system should provide a method for reconciling unreadable ticket transactions. The station prints a receipt, if selected, and the transaction continues as a normal exit transaction.

viii. Express Exit - Attempt to Exit with Stolen Ticket

- Stolen Ticket is inserted into the ticket slot, the ticket is identified as a Stolen Ticket, appropriate alarm generated by the system, and the message "Ticket Invalid, Press Intercom Button for Assistance" is displayed.
- The patron presses the intercom button and the supervisor verifies (via the stolen ticket alarm) that the transaction is a stolen ticket.
- From the workstation, the supervisor transmits the entry information to the Express Exit Station. The correct fee is calculated and displayed and the Stolen Ticket is retained by the Express Exit Station.
- The system should provide a method for reconciling stolen ticket transactions. After fee is displayed, the transaction continues as a normal transaction.

ix. Express Exit - Exit with Validation

- After fee is displayed, a validation ticket is inserted into the ticket slot or the patron's re-encoded parking ticket is inserted into the ticket slot and the discount is applied to the parking fee due based on type of validation (either dollar value or time value).
- The display updates to show the reduced fee due.
- If the entire fee due is validated, then the barrier gate rises and the transaction continues as a normal exit transaction.
- If the validation does not satisfy the entire parking fee, the patron must present a credit card to complete payment and the transaction continues as a normal exit transaction.

x. Cashiered Exit Lane Procedures

All transactions processed at a Cashiered Exit Lane in unattended mode shall follow the same procedures as those for transactions at an Express Exit Station described above.

For attended mode:
The cashier drawer shall only open for those transactions that require cashier intervention (i.e. cash transactions, check transactions, etc.). For those transactions that do not require cashier intervention (i.e. credit card transaction, grace ticket, full validation transaction, etc.) the cashier drawer shall remain closed.

Normal transactions at a Cashiered Exit with a cashier present shall follow the procedures described below.

- When a ticket is presented and processed, the patron fee display and cashier terminal displays the fee due.
- After the parking fee is satisfied, the receipt is printed through the cashier terminal receipt printer, if requested. Patron receives their receipt, and the barrier gate rises.
- When the vehicle crosses the closing loop, the barrier gate closes and the station resets for the next transaction.
- The barrier gate's counter increments by a count of one.

- The ticket is moved from active ticket inventory to inactive ticket inventory, and the PARCS increases the number of available spaces by a count of one for the appropriate facility.

Transaction specific procedures are required in addition to or in place of those listed above. The transaction specific exit procedures are detailed below.

Exit With-in Grace

A message is displayed on the cashier terminal to inform the cashier that the

ticket is a grace ticket and cashier must confirm the transaction.
After the cashier confirms the transaction, the barrier gate rises and the transaction continues as a normal exit transaction.

Lost/Stolen Ticket Transaction

Reference Lost/Stolen Ticket Transaction above.

Unreadable Ticket Transaction

Reference Unreadable Ticket Transaction above.

xi. Proximity-Card Only Exit Lane Device

At several exit lanes throughout the facilities, exit lanes will provide egress to employees, ground transportation, Frequent Parker Program (if applicable) and Premier Parker patrons. These lanes shall be configured to accommodate the processing of Proximity-Card (see exhibit 3 equipment list for specific lane configurations).

For Proximity-Card usage the patron will present their card to the Exit Lane reader where the lane levice will validate the information and process the transaction. If validated by PARCS the lane levice will send a vend command to the gate and allow the patron to exit the lane.

xii. Pay on foot machine

We will provide and install one Pay on Foot, Intercom, Voice Annunciator, Custom graphic panel in the Baggage Claim area.

M. General PARCS Requirements

i. Parking Rate Structure and Management

The parking rate structure shall be programmable with the ability to accommodate the following:

- A minimum of six fee structures for each lot/facility of which have 3 rate increments or blocks for each of up to 60 fee segments. Each block is an amount to be charged, duration for that charge and number of times that duration and charge is to be repeated over each 24 hour period of stay (see Appendix 3 for map).
- Automatic adjustment for daylight savings time and leap year in fee calculations.
- 24 hour maximums.
- Configurable grace time parameters with the initial configuration set at ten minutes for each lot.
- Shall be capable of being programmed with "holiday rates" (rates with limited duration, pre-programmed to commence and expire automatically). Holiday rate tables shall be capable of being deployed on a lot by lot basis.

ii. Alarms

Warning alarms are required within the PARCS to alert parking manager of atypical lane activity, equipment malfunctions, equipment vandalism, lot occupancy thresholds, and insertion of stolen, void, or back-out ticket at Automated Pay Stations. These alarms are to be visual and audible at each computer workstation provided. A daily log report shall be produced which identifies all system alarms as reported to parking manager.

iii. Audit and Reporting

Data shall maintain 12 months of on-line data of all PARCS data. This data shall be readily accessible without any delay in processing. Long term data shall have the ability to archive all summary data for up to five years with simple retrieval capability.

The PARCS should be able to produce scheduled and on-demand reports.

The PARCS shall allow the JAA to establish "virtual midnight" for ending the day's credit card processing for each facility (currently 2:00 am). The ability to establish virtual midnight shall be a

JAA responsibility that follows applicable instruction and training of JAA personnel by the JCI.

Provide electronic event journal that can be accessed by a supervisor from a PARCS workstation during a cashier shift and following shift close to perform cashier closeout.

JAA prefers the ability to query, filter, and sort transactions by 1. date/time, 2. location, 3. ticket id, 4. vehicle license plate number, 5. field device unique identifier, 6. parking fee, 7. transaction type, 8. exception, 9. validation type, or 10. cashier, etc.

Below are the provided reports. The system must be able to generate/query reports which can be set by JAA and management users. Please include sample and/or screen shots of all reports in the proposal. JAA strongly prefers to export all query results to multiple formats including comma-separated-value, Microsoft Excel©, or as a PDF file, etc.

Daily Revenue Across all Facilities
Daily lane report
Daily Total Transactions
Daily Transactions by Type
Daily Credit Card Transaction by Card Type, Lot and Merchant ID
Daily Validations
Shift Reports
Daily Validations by Facility/Type/Amount/Cashier
Proximity Card Reports
Occupancy (including the peak occupancy over a given timeframe)
Length of stay
Revenue statistics
Gate Open Report – For manual gate raises
Lost Ticket Transactions Tracking Report (available in daily, monthly, and yearly)
Maintenance report specific to time & device
Cashier All Transactions
Cashier Cancelled Transactions
Instantaneous (access card) presence check
All transactions for a specific device
Cashier Lost & Unreadable details
Free of charge ticket for cashiers
Insufficient Funds
Ticket by rate
Ticket Sequence Report
Monthly Ticket Value Report
Outstanding Ticket Report
Stolen Ticket List
Projected Revenue – current value of outstanding tickets

iv. Additional PARCS Features

The system shall manage and administer Proximity-Card technologies. The System shall control access for the following distinct user groups:

- Owner vehicles requiring free and fast ingress and egress parking facilities.
- Monthly parkers who will prepay for parking on a monthly basis and have unrestricted in and out privileges.
- Frequent Parker Program
- Special rates programs (i.e. corporate rates) that can be centrally charged to a credit card on file or a master account.
- Ground Transportation Access (Pre-Arranged Lot and Commercial Lane). Pre-arranged parkers pay a flat rate plus additional fees for each entry into the facility plus an overtime fee for any time beyond the configurable grace period.

- Employee Parking

The System shall:

- Individually recognize and process at least 5,000 ACS users at all reader locations.
- Have at least 16 configurable access levels.
- Provide anti-pass back control.

The system, independently and in concert with PARCS, shall:

- Issue and register proximity cards.
- Allow searching, sorting, exporting and printing of data by any field.
- Issue Necessary Reports:

  Activity Usage Reports – Provide a chronological list of Proximity usage and include date, time, card number, and location of entries and exits.

  Count Reports – Monitor and report counts of Proximity holders present on hourly basis by group, lot and total occupancy. Track occupancy and report peak occupancy during each hour to PARCS. Provide for reports to show daily and/or weekly peak occupancy by access level, group or lot.

  Active Card User Report – A listing of all cards that have access into or out of facility whether they are owner, courtesy maintenance, or revenue generating.

- Revenue Report shall separate revenue by type of payment (prepayment, monthly billing or credit card) and shall indicate the Proximity ID device number(s), account number(s), and month(s) for which payment was received.
- Credit card number shall be "on file" rather than swiped for each transaction. Credit card file access shall restricted based on user role.
- System shall provide automatic real-time monitoring of Proximity usage
- System shall include proper approvals for special transactions in order to create an audit trail and proper supervision of any discounts or changes.
- System shall allow JAA users with appropriate role to change rate structures and selectively activate trips charges, dwell time charges, separate rate structures for routing and anti-pass back violations.
- System shall have capability of monitoring and reporting of alarm conditions to PARCS.

v. Parking Space Count System

The JCI shall provide and install a Parking Space Count Subsystem designed to accurately and continually collect, store, maintain, and report real-time counts of vehicles, and by derivation, available or occupied parking spaces, within each facility. The JCI shall provide all application software and interfaces necessary for full and proper functionality for the subsystem generally, as well as, all subsystem devices and components, including but not limited to, any logic controllers or other modules or devices.

Every vehicular entry or exit lane from each area or floor designated as a zone shall serve as a counting location. Each counting location shall be equipped with two vehicle detection loops to provide directional logic at each location and shall transmit counting pulses to PARCS. Each entering vehicle shall subtract a count of one from number of available spaces. Each exiting vehicle shall add a count of one to number of available spaces. Directional logic shall be installed so that a vehicle entering an area through an entrance lane or through an exit lane shall be

counted as an inbound vehicle. Vehicle exiting an area through an exit lane or through an entrance lane shall be counted as an outbound vehicle.

Total number of parking spaces within areas shall be field programmable. Number of available parking spaces within each area shall be tracked and displayed, upon demand, on computer monitor(s). Anti-coincidence packages shall be provided which accurately monitors entering and exiting traffic that may occur simultaneously.

Each area shall have two programmable thresholds. One threshold shall be used to trigger "full status". When full status is reached count system shall operate in one of two modes, selectable by JAA. Mode 1 signals an alarm and relies on human intervention to activate appropriate dynamic signs and gate status changes. Mode 2 automatically activates appropriate dynamic signs and gate status changes. Second threshold shall be used to trigger "open status". Two operating modes also apply to open status threshold. Software shall allow for manual overriding of "full status" of each area. The count subsystem shall maintain and display separate differential counters for each parking facility, lot or zones within a facility, each with the following:

- Total vehicles present
- Total public patrons present
- Total public space available
- Total PARCS space available

The Space Count subsystem shall be capable of being configured to manually or automatically disabling ticket dispensers at entry lanes when a facility is full. Full status shall be capable of being overridden from the PARCS.

The Space Count subsystem shall be capable of automatically activating any and all existing electronic signs (as detailed below), individually controlling lots, facilities, or zones within lots. This includes pedestal mounted "FULL" signs, lane control lights, exterior message lights, and dynamic signage on roadways or ramps.

The Space Count subsystem shall maintain for each entry and exit lane:

- Counts of illegal entry/exit for each lane.
- Vends, loops and gate counts.

System shall store lane, facility, and zone counts at hourly intervals in daily files. This data shall be available for specialized reports to analyze garage utilization and activity levels.

The count system shall provide, display, and compare three separate counts related to each transaction. At exit lanes the fee computer vend count must be compared to the directional loop count and to the gate operation count.

Exit machines and access readers also vend counts. Loop counter records number of vehicles passing through lane, and the Gate counter records number of gate operations. JAA is open to wireless loops and detectors.

The Space Count System for all garage levels and lots shall be accurate to within 2% of actual vehicle counts and that all counts for the entire facility are accurate to within 1% of actual vehicle counts in any given 24-hour period. JCI shall also provide a detailed account of the appropriate procedures for testing accuracy levels in the Test Plan.

The JCI shall describe in the System Design Document methods to ensure that all counts for all areas and levels are accurate to within the specified requirements.

vi. Existing Interfaced Signs

All existing signs should be interfaced to the new counts system. Replacement of the existing interfaced signs as described in Appendix 2.

vii. Parking Validation Subsystem

Shall provide an electronic validation system whereby the JAA may discount a patron's parking fee by either re-encoding their parking ticket, issuing a magnetically encoded or barcode voucher, or an alternate validation method.

Validations shall be made for specific dollar amounts, specific durations of time, for a percentage of the parking fee, or discount the entire parking fee.

Only users with appropriate authorization shall be able to issue validations and the PARCS shall track all validations for auditing purposes by user, validation date, validation type, and validation amount.

viii. License Plate Recognition (LPR) (All Lots)

The License Plate Recognition (LPR) system will be included. The system should be able to integrate with the PARCS system to prevent ticket swapping – Ticket and license plate have to match at entry and exit, for monthly parking, entry by pre-paid ticket, and lost tickets. The system should have an open API to connect with our future mobile pay by phone provider (has not been selected yet).

Operation: The LPR PARCS system would scan the license plate and print that information on the ticket so the parker can either use it at the Express Exit or input it into the mobile app. The LPR system would work with the PARCS validation system and monthly parkers so that after the parking is paid the gates would automatically open as the driver approaches the exit gate without the need for stopping to pay. If the driver is validated and does not owe a fee, the gate would open. If a partial fee is due because validation was owed, the difference would show up on the exit terminal.

The proposed solution should include all cameras and software to monitor every entrance and exit, and necessary professional services to install and configure.

ix. JAX Passport Frequent Parker Program (FPP)

JCI will provide an integrated FPP containing the following features:

- A web-based interface software system
- Able to track the activity of a preferred customer
- User web portal allowing enrollment
- Redeemable points for free or reduced parking
- Mobile phone support

JAA prefers the FPP functionality to be part of the PARCS, however, third party systems are acceptable as long as the JCI has fully validated the solution.

JAA currently has approximately 2,500 FPP members using the current AVI system to access the parking facilities. This optional item would require current records to be migrated to proposed solution.

x. AVI Reader Replacement

JCI will replace the AVI readers (Qty. 32) with proximity readers.

xi. Computer System Requirements

The JCI will be responsible for procuring and installing the parking software for the system, however, software shall be licensed in the name of Jacksonville Aviation Authority.

The parking software must be compatible with the following (to be provided by JAA):

- Windows Server, 64 Bit, 2012 r2
- VMWare,
- Cisco UCS Servers,
- VMWare Site Recovery Manager;
- SQL Server 2012 or higher.

All software will reside in JAA data centers including a development environment (including functional field equipment), as well as a production environment.

All web facing components shall reside in a DMZ, and have all appropriate security measures applied to meet Merchant PA-DSS 3.0 compliant and certified to meet PCI 3.1 equipment requirements.

JCI will be responsible for two years of PARCS data will be migrated to the new system, including transactional data as well as account information. Only keycard data can be imported. No historical data. JAA to provide data in suitable format.

JAA will provide six desktop workstations with Windows 7 to support operations of the parking facilities. The JCI shall provide software and licensing for the six workstations to utilize the PARCS systems and features.

xii. PCI Compliance (PA-DSS 3.0 compliant and certified to meet PCI 3.1 equipment requirements)

As credit card processing is expected to be a major element of the PARCS daily operations, a great deal of emphasis shall be placed on PCI compliance. The JCI is responsible for designing, developing, and deploying a PARCS that is fully compliant with any and all applicable Merchant PCI security requirements as set forth by the PCI Security Standards Council.

As part of the Detail Design Document, the JCI shall provide a specific section dedicated to representing PCI compliance. At a minimum, this section shall include, but not be limited to:

- Network diagram with full credit card data flows
- Detailed card flow diagram
- Firewall and router configuration standards that address all PCI-DSS requirements
- Written Disaster Recovery / Incident Response plan to include Business Continuity
- Log locations

xiii. Project Organization and Control

JAA's Project Professional or representative will be designated to work with the project manager of the resulting successful JCI of this solicitation. The JCI shall provide a project manager (the "Project Manager") to serve as and be empowered to act as its representative in providing both off and on-site project management services throughout the term of the contract. The JCI's project manager will provide information related to resources, tasks, and schedules to the JAA Project Professional. The project schedule and deliverables should follow a Software Development Life Cycle methodology (SDLC). JAA prefers the project manager be PMP certified.

The project management plan shall consist of a description of the tasks to be performed, background leading up to the requirement for tasking, and identify and define the roles and responsibilities of project participants (including an organization chart). Additional components of the project management plan shall include, at a minimum, a: (i) Risk Assessment (on-going through the life of the project); (ii) Budget vs Projected Spend vs Actual Spend report; and (iii) any necessary scope change management forms.

The project schedule shall be maintained in MS Project 2013, and shall identify all key milestones, tasks, resources, and task dependencies necessary to execute the project scope.
The project schedule shall be updated and submitted weekly.

SDLC Project Deliverables – The intent of the deliverables is to ensure the system is properly planned and PCI compliance requirements are met. JAA is open to JCI's recommendations on format and specific content. Project deliverables shall include, without limitation:

Design Document, including:

- High-level architectural diagrams of hardware and data flows
- Network diagram
- Detailed data diagram
- Firewall and router configuration standards
- Log location documentation.

Test Plan – The test plan is a document that outlines all testing to be done, including system acceptance testing, etc. including:

- The product functions to be tested
- What specific tests will be performed
- The approach to be taken for those tests
- What to test and what not to test
- How the tests will be performed
- Who will be responsible for performing each test
- What results are expected
- What is considered a successful test and a failed test.

Test Scripts – Document that contains all the test scripts used in testing. A test script is a set of instructions (sequential steps with pass/fail annotation) to verify that the system performs as expected.

Conversion Plan – Document describing conversion and/or migration, if any for this upgrade and who is responsible for each step in the process. The conversion plan should also indicate how data is validated after the conversion process, to include statistical sampling, etc.

Implementation Plan – Document describing how the system will be deployed, installed and transitioned into an operational system. This should include installation of field equipment as well as computer equipment. The plan should contain:

- An overview of the system
- A brief description of the major tasks involved in the implementation
- The overall resources needed to support the implementation effort (such as hardware, software, facilities, materials and personnel)
- Any site-specific implementation requirements.

Disaster Recovery Plan – Document that describes the methods for backing up and restoring the system and all associated data. This should include:

- Steps of recovery in sequence
- Who performs each step
- The expected duration of each step
- The expected communication during the recovery process.

Disaster Recovery Testing – A documented test of system recovery, which must be conducted prior to system go-live. The test documentation should articulate the process and steps of testing/restoring the application and data and the results of the test.

Training Plan – Document that describes the training delivery process, who will be trained on what, and at what point in the project.

System Environments Documentation

Proper Requests for Change prior to production migration
Application training
User Acceptance Testing
Test Results Documentation
Warranty

xiv. Other project deliverables

- User Training
- Safety Plan
- Maintenance of Traffic Plan
- Shop Drawing Documents
- Wiring Diagrams
- Spare Parts List
- Final As-Built Drawings
- Preventive Maintenance Schedule / Equipment Maintenance Plan - maintenance services to be provided by the JCI during the installation, warranty period, and any other maintenance period.
- Final Bill of Materials - It will be expected that a final BOM will be updated and provided upon issuance of Final System Acceptance, including part name, model/serial number, manufacturer and qty.
- All equipment, subassemblies and designs shall comply with any and all applicable codes and standards including State and Americans with Disabilities Act (ADA).
- Photographs of equipment
- User manual
- Report Samples
- The JCI shall provide technical specifications for the proposed barrier gates with their proposal and additionally for approval by JAA, in the System Design Document.

xv. Project Phases

The PARCS shall be completed by the JCI following distinct phases below:

Phase I – Factory Acceptance Test
A full and detailed Factory Acceptance Test (FAT) of all PARCS equipment, subsystems, or modules. This test shall be performed by the JCI under the supervision of the JAA. The FAT shall be conducted either at the JCI's facility in either an actual test lane environment or in a lab setting. The JCI shall provide the required support personnel; test vehicles, test equipment, and test environment, and testing shall be conducted in accordance with the Project Schedule.

Phase II – Analysis & Design
Analysis & Design shall include those items identified in the SDLC section above.

Phase III – Construction & Testing
Construction & Testing shall include those items identified in the SDLC section above. Installation of development environment and equipment. Includes data conversion, testing, code, and report development (if necessary). The JCI will be required to provide three successful data conversion tests. User Acceptance Testing (UAT), Disaster Recovery Testing (DR), and installation of the production environment are required before Phase IV can begin.

Phase IV – Go-Live
Go Live shall include those items identified in the SDLC section above. Final production environment including lot by lot implementation. System shall not be considered complete until all parts and components are installed and operating in a production mode. System Acceptance (three months minimum) is required before Phase V can begin.

Phase V - Warranty
Warranty shall include those items identified in the SDLC section above. Warranty period shall be nine months minimum. JCI is expected to provide system and equipment repairs and preventive maintenance during this time. The JCI shall provide a full warranty on all installed components, materials, software (custom and 3rd party), and workmanship for a period commencing upon completion of Phase IV.

During the warranty period, the JCI's personnel or factory-certified technicians shall perform preventive software and hardware maintenance, routine software, and hardware maintenance and repair with new material, or replace at no charge, any defective product. The JCI shall either perform the work on site, or the JCI shall accept all costs associated with removal, shipping, and handling. During the warranty period, updates and corrections to all equipment, firmware, and software shall be provided to JAA at no additional charge.

Should JAA elect to perform maintenance on components it has not yet accepted, it may do so without voiding any portion of the device's warranty, provided that maintenance is performed by duly trained and certified technicians.

As-Built Documentation shall be completed and submitted for review and approval.

The JCI shall provide two (2) complete sets of prints of As-Built drawings for the PARCS. The As-Built drawings shall be provided electronically in CAD and PDF format as well as hard copies. The set shall include, but not be limited to, all schematics, layouts, wiring diagrams, assembly drawings, detail drawings for mechanical parts designed or modified for the PARCS, including installation details so as to provide a complete record of the As-Built status of the PARCS.

The set of As-Built drawings shall consist of a title sheet, an index sheet, and the various As-Built drawings. The index sheets shall include a listing of all drawings with headings for Drawing Number, Drawing Title, and the type of drawing, such as assembly, schematic, material list, wiring diagram, wire list, or similar categories.

xvi. Other Considerations

The inspection of parts, equipment, or materials at the manufacturer's plant by JAA may be conducted, and any such interim inspection shall not be construed as final acceptance of any equipment, design, component, subsystem, or PARCS. JAA reserves the right to reject any products, parts, equipment, or materials which do not meet the requirements.

The JCI shall be responsible for applying for and obtaining any city and/or county permits if required by current code and ordinance for the work to be performed under the scope of this project.

xvii. Safety

The JCI is solely responsible with providing a safe work environment for its employees, agents and subJCIs. Any hazards or unsafe practices the JCI may identify that it is unable to correct or are outside the JCI's scope of responsibility shall be promptly reported to JAA. The JCI shall have in place appropriate safety plans, programs, and procedures to ensure job safety. The JCI shall ensure that all workers assigned to this project whether employed directly or indirectly by the JCI or its subJCIs are protected in accordance with all applicable local, state and federal workplace and occupational safety regulations. The JCI shall also refrain from creating work hazards for others individuals (such as parking management employees) legally authorized to be within or in proximity to the JCI's work areas.

xviii. Incidental Electrical and Civil Work

The JCI may be required to complete certain electrical, signage. and civil work in addition to those construction tasks directly related to a PARCS installation. Details of the additional

JCI-provided construction activity shall be specified in the appropriate JCI-provided deliverable document. This deliverable shall describe and detail the electrical and civil modifications to be done to the Airport's existing infrastructure to include but not limited to, concrete work on islands and drive lanes, cabling, and conduit installation for antenna installations and any modifications that may be required to the existing parking cashier booths.

The JCI will be required to provide proof of appropriate licensure and ability to get all require state and local permits.

The JCI is solely responsible for the physical security of its employees, agents, and subJCIs engaged in work on Airport property as a consequence of this project.

xix. Removal and Disposal of Existing Equipment & Components

The JCI is responsible for removal of all existing PARCS field devices and subsystem components that are uninstalled and no longer used for processing parking transactions, excluding servers and other computer equipment. The JCI shall dispose of all removed PARCS field devices or Subsystem components in a manner that conforms to applicable federal, state, or local law, regulations, ordinances and guidelines concerning safety, the environment or other such applicable provisions. Unless otherwise directed by JAA, the JCI shall also remove any temporary equipment installations and ancillary installed elements (signs, barricades, etc.) that may be required for safety, security or Patron information, in order to comply with the provisions of these specifications and the JCI's system design.

The JCI is responsible for providing all required documentation regarding the disposal of equipment that is marked as JAA assets.

JAA will provide final guidance on items (such as inductive loops) that may be abandoned in place. All areas where items have been removed shall be restored to their original condition (by way of patching, painting, or other measures) or to a condition suitable for safe use by the public and befitting the appearance standards of JAA. JAA will provide additional guidance and shall be the final authority on the acceptance of such restoration actions.

No disposal actions shall be taken without the prior notification (at least three business days prior) of JAA.

The JCI is responsible for identifying, clearly marking and otherwise render safe any hazardous materials that may require special disposal procedures. Should off-site disposal of hazardous materials be required, the JCI shall propose the appropriate method of disposal for review by JAA, as well as, other officials.

During the transition period and while the existing System is still operational the JCI shall ensure that any removal or disposal actions recommended or taken do not adversely impact the proper operation of the existing System.

xx. Consumables

The JCI must provide all consumables that are required for operations during the first twelve (12) month period. Consumable quantities shall be based on a monthly average of 70,000 Entries and Exits.

The JCI must provide as part of their submittal a complete list of consumables and current prices that will be required for proper operation of the PARCS. Consumables may include but are not limited to ticket stock (in the colors, types, artwork and stock specified by JAA), receipt paper, print heads, ink rollers, bushings, print ribbons, ink cartridges, backup tape media, etc.

Spare Parts

We have included the recommended spare parts to ensure the system is able to meet operational requirements. (see exhibit 3 equipment list)

xxi. Post Warranty and Maintenance Technical Support

Upon completion of the Warranty Period (Phase V) the JCI may continue to provide annual post-warranty maintenance services, JCI will be responsible for maintaining the PARCS for a maximum period of four (4) years to be executed in four (4), one (1) year terms. The scope of services and pricing for subsequent years after the first year will be reviewed and provided to JAA prior to the end of each one-year renewal for years 2 thru 5. Maintenance support will include, quarterly test & inspections, all service parts (all hardware and software), and labor as required M-F, 8-5, excluding JCI holidays.

xxii. <u>JAA Parking Plaza Toll Booth Replacement</u>

The PARCS project scope of work will include replacement of the four (4) existing toll booths at the Parking Plaza and two (2) existing booths in Economy Lot 2 with new booths provided by the Authority. The JAA has purchased new prefabricated booths. The Parking Plaza booths are stored in the lot just north of the parking plaza and the Economy Lot 2 booths are stored north of the exit lanes in the north end of Economy Lot 2.

Toll Plaza booths are 4 feet wide by 8 feet long and are to be placed in the same locations in the parking plaza as the existing booths they will replace.

The Economy Lot 2 north lane booth is 8 feet long by 6 feet wide and the south lane booth is 15 feet long by 7 feet 4 inches wide.

Coordination: Closing of exit lanes for booth replacement shall be incorporated into the overall PARCS replacement phasing plan and coordinated with the Parking Office Manager.

Booth Installation
The JCI shall be responsible for the complete installation of these booths as described herein. The work shall include, but not necessarily be limited to:

1. Decommissioning, Dismantling and Disposal of existing booths and any related items.
2. Complete installation of new booths as follows:

A. The booths at the toll plaza will be set upon a raised frame to provide clearance between the bottom of the booth and conduits which penetrate the concrete islands on which the booths sit. The maximum height of the frame shall be six (6) inches. It may be necessary to cut existing conduits to allow the booth to be placed on a 6-inch high frame. The resulting space between the bottom of the booth and the concrete island will serve as a chase for the wiring. The frame, to be supplied as part of this contract, is to be constructed of structural aluminum, galvanized steel tubing or other material approved by the Authority. The scope of work shall include the services of a Professional Engineer who shall design the frame, anchoring requirements, code compliance and any other requirements to acquire necessary permits and for a complete and operational booth installation. Provide signed and sealed drawings for the installation design.

The booths in Economy Lot 2 should not require a raised frame because the conduits do not block the doors. The southern lane booth includes a handicap toilet. The existing plumbing will need to be modified as necessary to connect the fixtures. This booth is the same length as the existing booth with toilet, but is 18 inches wider overall. The northern lane booth will replace an existing 6 foot by 15 foot booth which has a toilet and sink. This plumbing will need to be disconnected and properly capped. Modifications to the concrete Islands as necessary to accommodate the new different sized booths shall be part of this contract.

B. All electrical, communication and HVAC wiring. It is anticipated that the existing electrical circuits will be reused for the new booths. Junction boxes may be required to extend circuits to new panels and equipment. The JAA will install new fiber optic cabling for communications and data for the new booths which the PARCS JCI will connect to the new revenue control equipment. An air conditioning unit, provided with each booth, will be installed and connected by the JCI.

C. Modification of booths as required for power and communication connections to the new revenue control equipment, and to provide floor access panels to access communication and electrical conduits (see attachments).

D. Installation of carpet squares on a smooth surface (e.g. plywood) over the diamond floor plate to accommodate chair casters is required in the Toll Plaza booths.

It is the intent of this specification that the new booths are to be installed and wired complete and ready for operation in the parking lanes. This shall include all design, permitting, material, labor and incidentals to complete the item.

xxiii. Milestones, Payments & Retention

The PARCS project shall be organized in phases with appropriate milestones. JAA expects a fixed fee cost proposal, including all required travel. Payments and retention will be milestone based (reference exhibit 3 schedule of values)

EXHIBIT 5

Success Criteria

JAA PARCS "Success Criteria"

9/27/2016

PROJECT SUCCESS FACTORS	DESCRIPTION	DEFINITION OF SUCCESS	COMMENTS
Production Stability		Zero Production Issues for three consective months	Clock will be reset each time, you need 3 months of error free.
LPR		90% readabilty success for three months	
Month end revenue reconsilitiation		100% for three consective months	
Space Counts (totals per lot)		99.9% for three consective months	

EXHIBIT 6

Schedule of Values

Schedule of Values

Item A	Work Description B	Scheduled Value C	Previous Application D	Work In Place E	Stored Material F	Total Complete and Stored G (D+E+F)	Percent H (G/C)	Balance To Finish I (C-G)	10% Retention J	Payment K (I-J)	estimated spend
1.1	Order #1 (Est 10/16)	$610,000	$0	$0	$0	$0	0%	$610,000	$0	$610,000	10/31/16
2.1	Order #1 (Est 10/16)	$168,000	$0	$0	$0	$0	0%	$168,000	$0	$168,000	10/31/16
4.0	Analysis Phase - Project Planning (Est 10/16)	$46,100	$0	$0	$0	$0	0%	$46,100	$4,610	$41,490	10/31/16
1.2	Order #2 (Est 11/16)	$560,000	$0	$0	$0	$0	0%	$560,000	$0	$560,000	11/30/16
2.2	Order #2 (Est 11/16)	$168,000	$0	$0	$0	$0	0%	$168,000	$0	$168,000	11/30/16
5.0	Design Phase - Pre-installation work (Est 10/16)	$63,000	$0	$0	$0	$0	0%	$63,000	$6,300	$56,700	10/30/16
1.3	Order #3 (Est 12/16)	$528,124	$0	$0	$0	$0	0%	$528,124	$0	$528,124	12/31/16
2.3	Order #3 (Est 12/16)	$166,390	$0	$0	$0	$0	0%	$166,390	$0	$166,390	12/31/16
6.0	Testing Phase - Unit and Integration Testing (EST 1/17)	$70,000	$0	$0	$0	$0	0%	$70,000	$7,000	$63,000	1/31/17
3.1	Econo Lot #1 W/LPR Material (EST 2/17)	$196,972	$0	$0	$0	$0	0%	$196,972	$0	$196,972	2/28/17
7.0	Testing Phase - User Accept. and Production Deployment (Est 2/17)	$80,000	$0	$0	$0	$0	0%	$80,000	$8,000	$72,000	2/28/17
2.4	AVI Readers (Est 1/17)	$65,788	$0	$0	$0	$0	0%	$65,788	$0	$65,788	1/1/17
3.3	Econo Lot #2 W/LPR Material (Est 2/17)	$196,719	$0	$0	$0	$0	0%	$196,719	$0	$196,719	2/1/17
8.1	Daily Surface Lot	$50,000	$0	$0	$0	$0	0%	$50,000	$5,000	$45,000	3/1/17
8.2	Hourly Garage	$35,000	$0	$0	$0	$0	0%	$35,000	$3,500	$31,500	3/1/17
8.3	Daily Garage	$15,000	$0	$0	$0	$0	0%	$15,000	$1,500	$13,500	3/1/17
8.4	Employee Lot	$16,000	$0	$0	$0	$0	0%	$16,000	$1,600	$14,400	4/1/17
8.5	Premier Lot	$14,000	$0	$0	$0	$0	0%	$14,000	$1,400	$12,600	4/1/17
8.6	South Vendor Lot (Future)	$8,000	$0	$0	$0	$0	0%	$8,000	$800	$7,200	4/1/17
8.7	Commercial Lane	$8,000	$0	$0	$0	$0	0%	$8,000	$800	$7,200	4/1/17
8.8	SDLC Deliverables	$50,000	$0	$0	$0	$0	0%	$50,000	$5,000	$45,000	5/1/17
2.5	Spare Parts (Est 3/17)	$130,722	$0	$0	$0	$0	0%	$130,722	$0	$130,722	3/1/17
3.2	Econo Lot #1 W/LPR (Est 3/17)	$45,983	$0	$0	$0	$0	0%	$45,983	$4,598	$41,385	3/1/17
3.5	Econo Lot #3 W/LPR Material (Est 3/17)	$101,531	$0	$0	$0	$0	0%	$101,531	$0	$101,531	3/1/17
3.4	Econo Lot #2 W/LPR (Est 4/17)	$40,000	$0	$0	$0	$0	0%	$40,000	$4,000	$36,000	4/1/17
3.6	Econo Lot #3 W/LPR (Est 5/17)	$25,000	$0	$0	$0	$0	0%	$25,000	$2,500	$22,500	5/1/17
9.0	Parking Validation (Est 6/17)	$19,843	$0	$0	$0	$0	0%	$19,843	$1,984	$17,859	6/1/17
10.0	Frequent Parker Program (Est 6/17)	$95,900	$0	$0	$0	$0	0%	$95,900	$9,590	$86,310	6/1/17
12.0	Startup Phase - Post-Production (Est 6/17)	$80,000	$0	$0	$0	$0	0%	$80,000	$8,000	$72,000	6/1/17
11.0	Gate Keeper-Ops Module (7/17)	$28,368	$0	$0	$0	$0	0%	$28,368	$2,837	$25,531	7/1/17
13.0	Project Closeout (Est 8/17)	$30,000	$0	$0	$0	$0	0%	$30,000	$3,000	$27,000	8/1/17
14.0	Post Warranty (Est 8/17)	$116,769						$116,769	$11,677	$105,092	8/1/17
15.0	Retention Release (Est8/17)	$0	$0	$0	$0	$0	0%	$0	$0	$103,696	8/1/17
	Contingency	$100,000	$0	$0	$0	$0	0%	$100,000	$10,000	$90,000	
	Totals	**$3,929,209**	**$0**	**$0**	**$0**	**$0**	**0%**	**$3,929,209**	**$103,696**	**$3,929,209**	

General Notes:

1. Item #4- this is for project planning
2. Item #5- this is for engineering/design submission
3. Item #6- this is for system testing and preliminary test lab
4. Item #7- delivery, testing, & acceptance of systems
5. Item #8 this is the deployment and installation of systems. This is broken apart to allow for prioritizing.

Schedule of Values

Item	Work Description	Scheduled Value	Previous Application	Work In Place	Stored Material	Total Complete and Stored	Percent	Balance To Finish	10% Retention	Payment
A	B	C	D	E	F	G (D+E+F)	H (G/C)	I (C-G)	J	K (I-J)
1.0	**Material Procurement-Base**									
1.1	Order #1	$610,000	$0	$0	$0	$0	0%	$610,000	$0	$610,000
1.2	Order #2	$560,000	$0	$0	$0	$0	0%	$560,000	$0	$560,000
1.3	Order #3	$528,124	$0	$0	$0	$0	0%	$528,124	$0	$528,124
2.0	**Material Procurement-LPR**									
2.1	Order #1	$168,000	$0	$0	$0	$0	0%	$168,000	$0	$168,000
2.2	Order #2	$168,000	$0	$0	$0	$0	0%	$168,000	$0	$168,000
2.3	Order #3	$166,390	$0	$0	$0	$0	0%	$166,390	$0	$166,390
2.4	AVI Readers	$65,788	$0	$0	$0	$0	0%	$65,788	$0	$65,788
2.5	Spare Parts	$130,722	$0	$0	$0	$0	0%	$130,722	$0	$130,722
3.0	**Economy Lots**									
3.1	Econo Lot #1 W/LPR Material	$196,972	$0	$0	$0	$0	0%	$196,972	$0	$196,972
3.2	Econo Lot #1 W/LPR	$45,983	$0	$0	$0	$0	0%	$45,983	$4,598	$41,385
3.3	Econo Lot #2 W/LPR Material	$196,719	$0	$0	$0	$0	0%	$196,719	$0	$196,719
3.4	Econo Lot #2 W/LPR	$40,000	$0	$0	$0	$0	0%	$40,000	$4,000	$36,000
3.5	Econo Lot #3 W/LPR Material	$101,531	$0	$0	$0	$0	0%	$101,531	$0	$101,531
3.6	Econo Lot #3 W/LPR	$25,000	$0	$0	$0	$0	0%	$25,000	$2,500	$22,500
4.0	Analysis Phase - Project Planning	$46,100	$0	$0	$0	$0	0%	$46,100	$4,610	$41,490
5.0	Design Phase - Pre-installation work	$63,000	$0	$0	$0	$0	0%	$63,000	$6,300	$56,700
6.0	Testing Phase - Unit and Integration Testing	$70,000	$0	$0	$0	$0	0%	$70,000	$7,000	$63,000
7.0	Testing Phase - User Accept. and Production Deployment	$80,000	$0	$0	$0	$0	0%	$80,000	$8,000	$72,000
8.0	**Construction Phase - JAA Network**									
8.1	Daily Surface Lot	$50,000	$0	$0	$0	$0	0%	$50,000	$5,000	$45,000
8.2	Hourly Garage	$35,000	$0	$0	$0	$0	0%	$35,000	$3,500	$31,500
8.3	Daily Garage	$15,000	$0	$0	$0	$0	0%	$15,000	$1,500	$13,500
8.4	Employee Lot	$16,000	$0	$0	$0	$0	0%	$16,000	$1,600	$14,400
8.5	Premier Lot	$14,000	$0	$0	$0	$0	0%	$14,000	$1,400	$12,600
8.6	South Vendor Lot (Future)	$8,000	$0	$0	$0	$0	0%	$8,000	$800	$7,200
8.7	Commercial Lane	$8,000	$0	$0	$0	$0	0%	$8,000	$800	$7,200
8.8	SDLC Deliverables	$50,000	$0	$0	$0	$0	0%	$50,000	$5,000	$45,000
9.0	Parking Validation	$19,843	$0	$0	$0	$0	0%	$19,843	$1,984	$17,859
10.0	Frequent Parker Program	$95,900	$0	$0	$0	$0	0%	$95,900	$9,590	$86,310
11.0	Gate Keeper-Ops Module	$28,368	$0	$0	$0	$0	0%	$28,368	$2,837	$25,531
12.0	Startup Phase - Post-Production	$80,000	$0	$0	$0	$0	0%	$80,000	$8,000	$72,000
13.0	Project Closeout	$30,000	$0	$0	$0	$0	0%	$30,000	$3,000	$27,000
14.0	Post Warranty	$116,769						$116,769	$11,677	$105,092
15.0	Retention Release	$0	$0	$0	$0	$0	0%	$0	$0	$103,696
16.0	Contingency	$100,000	$0	$0	$0	$0	0%	$100,000	$10,000	$90,000
	Totals	**$3,929,209**	**$0**	**$0**	**$0**	**$0**	**$0**	**$3,929,209**	**$103,696**	**$3,929,209**

Exhibit 7

10/13/2016 Official PCI Security Standards Council Site (Certification)

Verify PCI Compliance, Download Data Security and Credit Card Security Standards

https://www.pcisecuritystandards.org/assessors_and_solutions/qualified_integrators_and_resellers

Company Name Submit Clear Search Result Valid QIR Name: Jay Markle

QIR Certificate #: 600623 Company: Signature Control Systems LLC

Company Phone: 614-864-2222

10/13/2016 Official PCI Security Standards Council Site Verify PCI Compliance, Download Data

Security and Credit Card Security Standards Results: 1 QIR Companies: Company Servicing Markets Primary Contact Supported Languages Signature Control Systems LLC View QIRs North America

Signature Control Systems LLC View QIR's Primary Contact:

Jay Markle jmarkle@signaturecontrols.com 614-864-2222

QWS3270X 7/5/2018 7:52 AM
FAML6350 V5.1 ** NW COJ FAMIS PRODUCTION ** 07/05/2018
LINK TO: ACCOUNT SUMMARY INQUIRY 7:52 AM

FISCAL MO/YEAR : 10 2018 CURRENCY CODE :
INDEX CODE : DIPP412FAC PARKING FACILITY STAFF
SUBOBJECT : 03410 CONTRACTUAL SERVICES
PROJECT :
PROJECT DETAIL :
GRANT :
GRANT DETAIL :
USER CODE :

S	JULY 2018	ANNUAL BALANCE	ALL YEARS BALANCE
ESTIMATED REVENUES	.00	.00	.00
REVENUES	.00	.00	.00
UNREALIZED REVENUES	.00	.00	.00
BUDGET	.00	550,000.00	550,000.00
EXPENDITURES	.00	.00	.00
ENCUMBRANCES	.00	.00	.00
PRE-ENCUMBRANCES	.00	.00	.00
REMAINING BALANCE	.00	550,000.00	550,000.00

F1-HELP F2-SELECT F4-PRIOR F5-NEXT
F9-LINK F10-PRIOR-MO F11-NEXT-MO

G014 - RECORD FOUND