

STATE OF ALASKA

Department of Administration
Division of Motor Vehicles



VEHICLE LICENSE PLATES & REGISTRATION TABS RFP#2026-0200-0169/02-106-26

Amendment #Two

April 14, 2026

This amendment is being issued to *questions and answers, and changes.*

Important Note to Offerors: You must sign and return this page of the amendment document with your proposal. Failure to do so may result in the rejection of your proposal. Only the RFP terms and conditions referenced in this amendment are being changed. All other terms and conditions of the RFP remain the same.

Procurement Officer: Christine Mash
Contracting Officer
Email: DOA.OPPM.PROCUREMENT@ALASKA.GOV

COMPANY SUBMITTING PROPOSAL

AUTHORIZED SIGNATURE

DATE

Questions submitted by potential offerors and answers from the state:

Question 1: Section 3.03, Deliverable 1: License Plate Fulfillment Specifications (page 15) specifies that plates must include a designated area of 1"W x 1"H for year and month tabs. The registration tabs currently supplied under the active Alaska DMV contract measure 1.5"W x 1"H, which is a widely adopted industry-standard decal size used across multiple jurisdictions. Will the State consider tabs and decals measuring 1.5"W x 1"H as compliant with this specification, or will the State amend the specification to reflect the size currently in use?

Answer: The increased size of 1.5"W works on our regular large plates. However, smaller plates do not allow these stickers to fit on our current small plates. We would consider it compliant if the vendor proposes a reasonable solution for the small plates.

Question 2: Section 3.03, Deliverable 1: License Plate Fulfillment Specifications (page 15), under Plate Sizes, specifies that both large and small plates must have character heights of 2.5-3/4", character spacing of .25", and letter thickness of .2"-.4". Standard industry practice applies these character dimensions to large or passenger-size plates only, as small plates require proportionally reduced characters to accommodate the smaller plate surface. Can the State confirm that the character height, spacing, and thickness requirements specified are applicable to large or passenger-size plates only, and do not apply to small plates?

Answer: We can confirm that these are the height, spacing, and thickness requirements for larger plate types and do not apply to small plates.

Question 3: Section 3.03, Deliverable 2: Tabs and Registration Fulfillment Specifications (pages 17–18) requires that 3M validation sheeting be used for all license plate tabs and decals. Current vendor DMV currently utilizes alternative retroreflective materials in other jurisdictions that meet or exceed the performance standards required by this RFP and have been validated through independent testing. Is the State open to alternative retroreflective sheeting materials that are industry-compliant, meet all applicable retroreflection and durability standards, and have been successfully deployed in comparable state DMV programs, provided the offeror can demonstrate equivalent or superior performance at a reduced total program cost?

Answer: We are open to alternative sheeting materials that are industry-compliant provided the offeror can demonstrate they meet equivalent or superior performance and do not increase the total program cost.

Question 4: Section 3.03, Deliverable 2: Tabs and Registration Fulfillment Specifications (pages 18–20), Types 1, 2, and 3 specify that Permanent, Month, and Year validation tabs must measure 1"W x 1"H. The registration tabs currently supplied under the active Alaska DMV contract measure 1.5"W x 1"H, which is a widely adopted industry-standard decal size used across multiple state DMV programs. Will the State consider tabs measuring 1.5"W x 1"H as compliant with this specification, or will the State amend the specification to reflect the size currently in use?

Answer: The increased size of 1.5"W works on our regular large plates. However, smaller plates do not allow these stickers to fit on our current small plates. We would consider it compliant if the vendor proposes a reasonable solution for the small plates.

Question 5: Amendment #One confirmed that offerors cannot bid on only a portion of a deliverable category and must propose on the full scope as defined in Section 3.03. Given this requirement for complete fulfillment within each category, and given that Section 3.03 explicitly requires direct coordination between the License Plate Vendor and the Tabs and Registration Vendor for personalized plate orders, online new plate requests, and

updated registration fulfillment, would the State consider allowing a single vendor capable of fulfilling both deliverable categories to submit those proposals in a consolidated submission rather than as separate emails?

Answer: The State will not accept a combined proposal. Offerors should include with their project methodology their coordination plan for how they would fulfill one, or both, of the fulfillment model categories, including if they were not awarded both. If there is a cost differential, offerors should propose the maximum amount (as though they are NOT awarded both categories) and be prepared to negotiate more advantageous pricing upon award.

Question 6: Bid Submission Deadline - Given that this RFP may require the preparation and submission of up to four separate responses, and considering that clarification questions are due one week prior to the bid submission deadline, would the State consider extending the bid submission date to allow sufficient time for respondents to receive and incorporate the State's responses into their submissions?

Answer: Yes, see **Change #1 below**.

Question 7: Section 1.02 Budget – The State estimates the budget of \$10,800,000 dollars for completion of this project in all categories, is this budget based on only the bulk delivery model?

Answer: This budget is based on bulk delivery or central issuance or a combination of both. This is the total budget for this project regardless of method of delivery provided.

Question 8: Section 1.02 Budget - The RFP requests proposals for a centralized fulfillment model, which includes direct mailing of license plates, registrations, and decals to the motorist. This fulfillment approach introduces additional costs (particularly postage) that may cause total pricing to exceed the State's established budget. As stated in the RFP, "proposals priced at more than \$10,800,000 will be considered non-responsive for all categories." Could the State please clarify whether costs associated with direct mailing (e.g., postage and handling) are expected to be included within this budget cap, or if they will be considered separately

Answer: The mailing costs are intended to be included within this budget cap.

Question 9: Section 1.04 - States that offerors must have a minimum of three years of experience manufacturing prenumbered and personalized license plates in a variety of sizes. Can the State please confirm that this experience must specifically be in the production of embossed license plates, which are required under this contract?

Answer: This experience requirement is for any element of the license plate, tabs, and registration RFP. This requirement is applicable to any element of the RFP that is intended to be bid upon.

Question 10: Section 3.03 Deliverables - License Plate Fulfillment Specifications - What mail/parcel courier does the State intend to use for mailing plates under the central issuance license plate model?

Answer: USPS

Question 11: Section 3.03 Deliverables - License Plate Fulfillment Specifications - Does the State wish to use their own account with the mail/parcel courier?

Answer: The State does not have a preference on whether we are invoiced for postage charges or if we use our own postage account.

Question 12: Section 3.03 Deliverables - License Plate Fulfillment Specifications - The DMV points to their website to see currently issued plate designs. The State also requires all license plates to be manufactured in full conformance to industry best practices as defined by the AAMVA License Plate Standard. The website shows several designs that do not meet that specification. Is it the intent of the State to redesign these plates to meet that specification?

Answer: Several of the plate designs currently in circulation are specifically required by Statute, and the department must continue issuing those designs as long as they remain in law. For that reason, the State cannot unilaterally discontinue or redesign those plates.

That said, we are open to discussing potential redesigns of the plates you have identified. If a prospective vendor has recommendations for bringing legacy designs into closer alignment with the AAMVA License Plate Standard while still meeting statutory requirements, we are willing to review those options.

Question 13: Section 3.03 Deliverables - License Plate Fulfillment Specifications - Can the State please provide a full specification for the Font that the State intends to use to manufacture license plates? This is needed to properly determine tool and die costs associated with the contract.

Answer: The State does not prescribe a proprietary or fixed font for license plate manufacture. Our requirement is that the character set clearly differentiates similar characters—such as O and 0, I and 1—and aligns with industry standards and best practices for legibility and machine readability. Vendors may propose a font that meets those criteria.

Question 14: Section 3.03 Deliverables - License Plate Fulfillment Specifications -Is it the intent of the State to change the zero (0) to have a line through it as per the AAMVA standard?

Answer: Our current font choice does differentiate between O and 0. However, we are open to the implementation of a 0 having a line through it per the AAMVA standard.

Question 15: Section 3.03 Deliverables - License Plate Fulfillment Specifications - Could the state please provide a sample flat file that will be used to print registration documents?

Answer: We can provide what you are requesting but we need more clarification on the specific file you are requesting. An example of the registration document itself or an example of the nightly file we transit for the purposes of registration renewal, duplicate tabs, etc. This will need to be clarified for us to provide what you are requesting.

Question 16: License Plate Fulfillment Specifications - The AAMVA License Plate Standard does not list specifications of aluminum. Could the state provide a list of the approved aluminum specifications required for the manufacturing of license plates for this RFP. In particular:

- a. the allowable alloy compositions
- b. the allowable temperaments
- c. Thickness requirements
- d. approved coatings applied to the aluminum

Answer: The State does not prescribe proprietary aluminum alloy, temper, or coating for license plate manufacture. Our requirement is that the material be durable, suitable for outdoor use in Alaska’s climate, and

consistent with industry standards for license plate production. Vendors may propose materials that meet those expectations.

The State's primary requirement is that the finished plates meet durability, legibility, and performance expectations consistent with AAMVA best practices and withstand standard usage for a number of years. Vendors may propose materials and coatings that meet those criteria.

Question 17: Section 3.03 Deliverables - License Plate Fulfillment Specifications - States that all deliverables must follow best practices and common industry standards, including those defined by the American Association of Motor Vehicle Administrators; can the State clarify whether it intends to include plate type identifiers (e.g., COMMERCIAL, TRAILER, DEALER, etc.) in accordance with AAMVA License Plate Standards (Chapter 2, Section 2.5)? a. If so, will these plate identifiers be printed on or embossed and roll coated?

Answer: Commercial and Dealer plate identifiers will be required to be embossed and roll coated.

Question 18: Section 3.03 Deliverables - License Plate Fulfillment Specifications - According to AAMVA License Plate Standards (Chapter 1 "Administrative," Section 1.4 "Replacement Cycle"), does the State intend to follow the recommended full replacement cycle within the 7-year contract term, and if so, what would be the estimated volume of plates required for a full reissue of the State's current inventory, and would this replacement be conducted as a rolling reissue or as a one-time (e.g., 12-month) replacement program?

Answer: We do not intend to do a full replacement cycle of license plates.

Question 19: Section 3.03 Deliverables - License Plate Fulfillment Specifications - States that reflectorized license plates must consist of retroreflective material; can the State confirm whether there are specific specifications for the sheeting material required under this RFP?

Answer: The State does not prescribe a proprietary or fixed specification for retroreflective sheeting. Our requirement is that all license plates use durable, industry-standard retroreflective material consistent with AAMVA best practices and capable of maintaining legibility and performance over the service life of the plate. Vendors may propose any retroreflective sheeting that meets those expectations and is compatible with the manufacturing process and coatings they intend to use.

Question 20: Section 3.03 Deliverables - 1B & 2B Central Issuance License Plates Model and the Central Issuance Tabs and Registration Model – Please confirm How will fulfillment work if there are two vendors awarded for both models? Will plates and registration items be mailed separately by each contractor, or does the State expect them to be combined into one package?

Answer: If the State awards separate contracts for the Central Issuance License Plates Model and the Central Issuance Tabs and Registration Model, the State expects the two contractors to coordinate so that each plate issuance—regardless of plate type—is fulfilled as a single, complete package. This includes the plate, the updated registration document, and the correct month and year validation tabs.

The State does not intend for customers to receive multiple separate mailings for a single plate issuance. The contractors must work together to ensure that all required materials are combined and mailed in one package, consistent with the coordination requirements outlined in the RFP.

Question 21: Section 3.03 Deliverables - Tabs and Registration Fulfillment Specifications - Could the state please provide formal specifications for all vehicle registration documents and tabs required under this contract?

Answer: The State’s specifications are listed in Sec 3.03 – Deliverables – Bulk Tabs and Registration and Central Issuance Tabs and Registration.

Question 22: Section 3.03 Deliverables - Tabs and Registration Fulfillment Specifications - Could the state provide a sample of the current registration form?

Answer: Upon the award of contract this can be provided.

Question 23: Section 3.03 Deliverables - Tabs and Registration Fulfillment Specifications - Could the state please provide the specification for the data contained in the PDF417 barcode on the registration document?

Answer: The State does not prescribe a proprietary or fixed data specification for the PDF417 barcode. The barcode must contain the same information that appears on the printed registration document itself. Vendors should encode all fields displayed on the registration so that the barcode serves as a complete, machine-readable representation of the document.

Question 24: Section 3.03 Deliverables - Tabs and Registration Fulfillment Specifications - Are mailing addresses validated by the State using a CASS certified system prior to submitting order files?

Answer: The State does not validate customer-provided mailing addresses through a CASS-certified system. We use the mailing address exactly as provided by the customer. However, we do perform basic validation to ensure that ZIP codes align with recognized Alaska cities using USPS resources.

Question 25: Section 3.03 Deliverables - Tabs and Registration Fulfillment Specifications - Does the State require any other messaging on their registration documents pertaining to transferring title? If so, can the State please provide this specification.

Answer: The State does not require any messaging on the registration document related to transferring title. A vehicle title transfer is completed solely through the title itself. The registration document is not required for, and has no effect on the transfer of ownership.

Question 26: Section 3.03 Deliverables - Tabs and Registration Fulfillment Specifications (1.A.) - The State requests that the contractor provide accurate inventory tracking and serialized controls **for all plate series** sent for Statewide distribution. Is this requirement seeking to establish inventory management across DMV Offices. If so, what data mechanism exists to draw down inventory when plate sequences are issued? (Nightly Report, Restful API)

Answer: The requirement for accurate inventory tracking and serialized controls is most critical for the central issuance model, where the State must ensure that duplicative plates are not produced or mailed. For bulk issuance, the DMV manages duplicate-prevention and inventory drawdown internally, so no vendor-side mechanism is required.

The State does not currently use a nightly report or API to draw down inventory across DMV offices. Bulk plate inventory is managed within DMV systems, and duplicate issuance controls are handled by the State. The contractor's primary responsibility is to maintain accurate serialized control of the plate stock they produce and distribute, particularly for central issuance.

Question 27: Section 3.03 Deliverables - Tabs and Registration Fulfillment Specifications (2.A.) - The State requests that the contractor provide accurate inventory tracking and serialized controls **for registration materials** sent for Statewide distribution. Is this requirement seeking to establish inventory management across DMV Offices. If so, what data mechanism exists to **draw down inventory when plate sequences are issued?** (Nightly Report, Restful API)

Answer: The requirement for accurate inventory tracking and serialized controls applies to tabs in the same manner as it does for license plates. The State manages duplicate-prevention and inventory drawdown within DMV systems, and no vendor-side nightly report or API mechanism is required for decrementing inventory across DMV offices.

The contractor's responsibility is to maintain accurate serialized control of all tab stock they produce and distribute, ensuring that no duplicative tabs or serialized inventory are issued under either fulfillment model.

Question 28: Section 3.03 Deliverables - Tabs and Registration Fulfillment Specifications (2.A.) - The State requests that the contractor provide accurate inventory tracking and serialized controls **for registration materials** sent for Statewide distribution. Is this requirement seeking to establish inventory management across DMV Offices. If so, what data mechanism exists to **record potential scrapped inventory?** (Nightly Report, Restful API)

Answer: The State does not use an automated mechanism such as a nightly report or API to record scrapped registration inventory. Inventory adjustments are handled through manual tracking. When individual pieces or small groups of tabs or registration materials are unused or scrapped, those sequences are not reused. The DMV records the adjustment manually and the sequence is permanently retired.

Question 29: Section 3.03 Deliverables - Tabs and Registration Fulfillment Specifications (2.A.) - States that 3M validation security sheeting is required, would the state be open to sheeting materials that are equivalent and meet the requirements as stated in the RFP?

Answer: We are open to alternative sheeting materials that are industry-compliant provided the offeror can demonstrate they meet equivalent or superior performance and do not increase the total program cost.

Question 30: Section 3.03 Deliverables - License Plate Fulfillment Specifications - Requires that license plates utilize retroreflective material; however, can you confirm whether there are any specific security feature requirements to be embedded within the reflective sheeting, in alignment with AAMVA License Plate Standards

(Chapter 3, Section 3.4 “Security Features”), which recommend that plates include at least one feature identifiable through visual or physical inspection (e.g., Digital Security marks, warranty marks, etc.)?

Answer: The State does not require a specific or proprietary security feature within the retroreflective sheeting. However, in alignment with AAMVA License Plate Standards, the reflective material must include at least one security feature that can be identified through visual or physical inspection. The selection of the specific feature—such as a digital security mark, warranty mark, or another industry-standard option—is at the discretion of the vendor, provided it meets the intent of supporting plate security and authenticity.

Question 31: Section 3.03 Deliverables - Tabs and Registration Fulfillment Specifications (2.A.) - Are there any security features embedded into the sheeting for the tabs? If so, could the stat please provide the requirements and specifications for those security marks?

Answer: The State does not require a specific or proprietary security feature for the tab sheeting. However, tabs must include at least one security feature embedded in the material. The selection of the specific feature is up to the vendor, provided it supports the security and authenticity of the tab.

Question 32: Section 3.09 CPI Adjustment Mechanics - Can the State clarify how CPI adjustments will be calculated and applied across different cost components, and whether there are any caps or limitations on annual increases?

Answer: See CHANGE #2 below.

Question 33: Section 3.03 Deliverables - If separate vendors are awarded for License Plates and Tabs/Registration fulfillment, and those vendors operate from different locations, please clarify who is responsible for the costs associated with transferring materials between vendors (e.g., plates, tabs, registration documents) required to complete a final customer package for personalized and Online New Issued plates?

Answer: If separate vendors are awarded for License Plates and Tabs/Registration fulfillment, the costs associated with transferring materials between vendors may be included in the overall cost of the contract. The State does not prescribe a specific cost-allocation method for inter-vendor transfers; vendors should account for any necessary coordination and material movement within their proposed pricing.

Question 34: Section 3.03 Deliverables - Are inter-vendor shipping costs to be included in the contractor’s pricing or treated as a pass-through expense as postage?

Answer: Inter-vendor shipping or transfer costs may be included in the contractor’s overall pricing. The State does not treat these costs as a separate pass-through expense like postage. Vendors should account for any necessary coordination and movement of materials between contractors within their proposed pricing structure.

Question 35: Section 3.03 Deliverables - Does the State have a preferred coordination model or workflow for multi-vendor fulfillment?

Answer: The State does not have a preferred coordination model or workflow for multi-vendor fulfillment. If separate vendors are awarded for the License Plates and Tabs/Registration models, the specific coordination process will be developed after contract award. The State will work with the selected contractors to establish an effective workflow that ensures complete, accurate, and timely fulfillment.

Question 36: Section 3.03 Deliverables - If separate vendors are awarded (plates vs tabs/registrations) who owns the responsibility for complete package fulfillment in the central fulfillment model?

Answer: If separate vendors are awarded for License Plates and for Tabs/Registration fulfillment, the contractor responsible for producing the plates will hold responsibility for ensuring complete package fulfillment under the central fulfillment model. That contractor must coordinate with the Tabs/Registration vendor to assemble and mail a single, complete package to the customer.

Question 37: Section 3.03 Deliverables - In the instances where two vendors are awarded, who bears the responsibility for returned mail and remailing costs?

Answer: If separate vendors are awarded, all returned mail will be routed to the State. The DMV will handle returned mail and will bear the responsibility for any associated remailing costs.

Question 38: Section 3.14 Contract Personnel - Can the State clarify the process and timeline for approval of personnel or subcontractor changes after contract award?

Answer: After award but pre-execution of the contract substitutions may be accomplished during negotiations and the final approved personnel included in the contract. Post-execution, proposed staffing or subcontractor changes must be submitted in writing to the DMV project/program manager and an amendment will be issued by the DOA Procurement team. The timeline depends on the extent and content of the requested revisions but is anticipated to be between 2-3 weeks for cost-neutral amendments to be issued.

Question 39: Section 3.14 Contract Personnel - Can the State clarify the process and timeline for approval of personnel or subcontractor changes after contract award, under what circumstances such substitutions would be considered acceptable (e.g., attrition, promotion, illness, or business needs), and whether the State will accept replacement personnel with equal or greater qualifications and experience?

Answer: Approval for personnel and sub-contractor substitution will be at the state's sole discretion and will be on a case-by-case basis, allowing for consideration of the state's best interests

Question 40: Section 4.09 Interviews - If a proposed team member becomes unavailable due to unforeseen circumstances, will the State allow a qualified substitute to participate in the interview or reschedule the original team member at another time?

Answer: Yes. If a proposed team member becomes unavailable due to unforeseen circumstances, the State will allow a qualified substitute to participate in the interview or will work with the vendor to reschedule the original team member at another time.

Question 41: Section 4.09 Interviews - Will interview times be flexible to accommodate time zones and availability?

Answer: Interview times will not be adjusted for other time zones. All interviews will be scheduled and conducted based on Alaska Time.

Question 42: Submittal Forms G1-G4 - Regarding the Recycled Products Preference (AS 36.30.324 and 36.30.337(a)) referenced in Submittal Forms G1-G4: Does an offeror need to provide recycled content for all

applicable paper products to qualify for the 5% preference? Or will the preference be applied if only some paper products meet the recycled content requirements (e.g., certain items are 100% recycled while others are not)?

Answer: This will be answered in Amendment 3 shortly.

CHANGES

Change 1: RFP page 4, Sec 1.03 Deadline for Receipt of Proposals: Remove - Proposals must be received no later than **2:00:00 PM** prevailing Alaska Time on **April 17, 2026**, as indicated by email receipt timestamp and late proposals will not be considered.

Answer 1: Sec 1.03 Deadline for Receipt of Proposals , REPLACE Proposals must be received no later than **2:00:00 PM** prevailing Alaska Time on **April 24, 2026**, as indicated by email receipt timestamp and late proposals will not be considered.

Change 2: As defined in RFP Section 3.09 (b) "Contract Price Adjustments", the State will refer to the CPI Index for All Items for the relevant half year, and then apply the percentage increase to all cost proposal line items which have been incorporated into the final contract (and subsequent amendments), excluding freight.

Answer 2: The following revision is made to the RFP (additions underlined and deletions ~~struck~~):

SEC. 3.09 CONTRACT PRICE ADJUSTMENTS

Consumer Price Index (CPI): Contract prices will remain firm through June 30, 2027.

The Contractor or State may request price adjustments, after June 30, 2027, and no more than once per contract year. Contractors must submit a request to the State at least thirty (30) days prior to the end of the current term. All Requests must be in writing and must be received 30 days prior to the Contract renewal date.

- a. If the Contractor or State fail to request a CPI price adjustment 30 days prior to the Contract renewal date, the adjustment will be effective 30 days after the State or Contractor receives their written request.
- b. Price adjustments will be made in accordance with the percentage change in the U.S. Department of Labor, Bureau of Labor and Statistics, Consumer Price Index (CPI-U) for All Urban Consumers, All Items, Urban Alaska.
- c. The price adjustment rate will be determined by comparing the percentage difference between the CPI in effect for the base year reported HALF1 (January through June 2026); and each HALF1 thereafter. The percentage difference between those two CPI issues will be the price adjustment rate. **A request for price increase adjustment will reflect either the percentage difference between those two CPI issues or 3% whichever is lower. Under no circumstances will a price increase adjustment exceed 3% regardless of the CPI percentage difference. There is no restriction on price decrease adjustment percentages.** No retroactive contract price adjustments will be allowed. All price adjustments must be approved by the Procurement Officer prior to the implementation of the adjusted pricing. Approval shall be in the form of a Contract Amendment issued by the Procurement Officer.
- d. Approval for all price increases is dependent upon full compliance with the terms of the Contract including reporting requirements.
- e. Notwithstanding any approved price increase, the prices in effect at the date an order is placed shall remain applicable to that order regardless of shipment date. Subsequent price adjustments shall not affect confirmed orders submitted prior to the effective date of the increase.

Change 3: REMOVE RFP page 35, Sec 4.06 METHODOLOGY USED FOR THE PROJECT And

REPLACE 3: THE CHANGE BELOW:

The following revisions are hereby made to the Request for Proposals (additions underlined):

SEC. 4.06 METHODOLOGY USED FOR THE PROJECT (SUBMITTAL FORM D1 through D4)

Offerors must provide a single proposal for any or all of the four acceptable fulfillment models per section 1.07 Return Instructions. Offerors must check mark all Submittal Forms for the model they are proposing. Proposals shall be considered non-responsive if multiple fulfillment models are proposed within one email attachment. See section 1.07 for Return Instructions.

Offerors must provide comprehensive narrative statements that set out the methodology they intend to employ and illustrate how the methodology will serve to accomplish the work and meet the state's project schedule.

Offerors must provide a brief narrative on their coordination plan for working with another awarded vendor for a fulfillment category (e.g. Offerors are proposing Bulk Plates, and another Offeror is awarded Bulk Tags and Registrations. Offerors should include how they would coordinate).

The offeror shall not disclose their costs in this Submittal Form. Submission forms shall not exceed the page limit (as described in Section 4.02).

Any Submittal Form submitted as part of a proposal that does not comply with the instructions above shall be a basis for rejecting the proposal as non-responsive.

Change 4: REMOVE RFP page 42, Sec 5.06 METHODOLOGY USED FOR THE PROJECT (SUBMITTAL FORM D1 and D2) BULK ISSUANCE LICENSE PLATES OR CENTRAL ISSUANCE LICENSE PLATES And

REPLACE 4: THE CHANGE BELOW

The following revisions are hereby made to the Request for Proposals (additions underlined):

SEC. 5.06 METHODOLOGY USED FOR THE PROJECT (SUBMITTAL FORM D1 AND D2) BULK ISSUANCE LICENSE PLATES OR CENTRAL ISSUANCE LICENSE PLATES

This portion of the offeror's proposal will be evaluated against the following questions:

- a) What methodology will the offeror use to produce, package, track, and distribute license plates, and how does this workflow ensure accuracy, security, and compliance with Section 3 specifications?
- b) How does the proposed methodology align with the objectives of operational efficiency, serialized inventory control, timely fulfillment, and integration with DMV data file transmissions?
- c) How does the methodology support required schedules, including nightly data file processing, weekly production cycles, and shipment timelines?
- d) What operational, technical, or logistical issues might arise during plate production or fulfillment, and how will the offeror prevent, detect, and resolve these issues?
- e) If alternate plate-related design options are proposed, what methodology will be used to produce, test, and implement these designs while maintaining compliance with visibility, durability, and serialization requirements?
- f) How would Offeror coordinate the fulfillment model if they are not awarded both categories (i.e. if they are awarded plates and another Offeror is awarded tabs/registrations)? Does the coordination plan

provided allow for collaboration with another awarded vendor and take into consideration the timeline which might be necessary?

Change 5: REMOVE RFP page 44, Sec 5.10 METHODOLOGY USED FOR THE PROJECT (SUBMITTAL FORM D3 and D4) BULK TABS AND REGISTRATION AND CENTRAL ISSUANCE TABS AND REGISTRATIONS And

REPLACE: THE CHANGE BELOW

The following revisions are hereby made to the Request for Proposals (additions underlined):

SEC. 5.10 METHODOLOGY USED FOR THE PROJECT (SUBMITTAL FORM D3 AND D4) BULK TABS AND REGISTRATION AND CENTRAL ISSUANCE TABS AND REGISTRATIONS

- a) What methodology will the offeror use to produce, package, track, and distribute registration tabs, decals, and registration documents, and how does this workflow ensure accuracy, security, and compliance with Section 3 specifications?
- b) How does the proposed methodology align with the objectives of operational efficiency, serialized inventory control, timely fulfillment, and integration with DMV data file transmissions?
- c) How does the methodology support required schedules, including nightly data file processing, production cycles, and shipment timelines?
- d) What operational, technical, or logistical issues might arise during tab and registration fulfillment, and how will the offeror prevent, detect, and resolve these issues?
- e) If alternate tab or decal design options are proposed, what methodology will be used to produce, test, and implement these designs while maintaining compliance with visibility, durability, and serialization requirements?
- f) How would Offeror coordinate the fulfillment model if they are not awarded both categories (i.e. if they are awarded plates and another Offeror is awarded tabs/registrations)? Does the coordination plan provided allow for collaboration with another awarded vendor and take into consideration the timeline which might be necessary?