November 20, 2026

Question	**Response**
With written responses scheduled for November 20 and proposals due November 25, the day before Thanksgiving, would The Port consider extending the proposal deadline to the week of November 30 to give respondents more time to incorporate the answers?	The RFP submission deadline is extended to Friday December 4, 2026 at 5pm.
Would like to formally request an extension of the November 25 proposal deadline.	The RFP submission deadline is extended to Friday December 4, 2026 at 5pm.
We would like to request an extension on the due date of the proposals. An extension will allow us to finalize operational, financial and potential capital investments into the assets.	The RFP submission deadline is extended to Friday December 4, 2026 at 5pm.
Exhibit C — Could you please share the FY2025 and FY2026 Q3 financial reports for both garages? They are marked "to be attached" in the RFP and we need the actuals for our revenue projections by channel.	These reports are included in the RFP document on pages 21 and 22.
Will the Port provide copies of the City Ground Leases (Exhibit B) and any related Westin or Convention Center use agreements to respondents before the November 25 submission date? Several operating obligations run through those documents.	Copies of the ground leases will be provided to the preferred respondent during the contract negotiation period. The Port has made best efforts to incorporate the main obligations of the ground lease into this RFP but makes no representation that all obligations are represented herein. The Port expects the operator to understand and navigate on its behalf the obligations of the ground leases where applicable and to a reasonable extent, but it does not anticipate that inclusion of these leases will substantially change the content of responses to this RFP.
Exhibit B — Could you please share the ground leases for both garages, so our operating plan complies with the City ground-lease requirements, including the	Copies of the ground leases will be provided to the preferred respondent during the contract negotiation period. The Port has made best efforts to incorporate the main obligations of the

Westin valet rights at Fountain Square South?	ground lease into this RFP but makes no representation that all obligations are represented herein. The Port expects the operator to understand and navigate on its behalf the obligations of the ground leases where applicable and to a reasonable extent, but it does not anticipate that inclusion of these leases will substantially change the content of responses to this RFP.
Please provide the City Ground Leases for both Port Garages (Exhibit B).	Copies of the ground leases will be provided to the preferred respondent during the contract negotiation period. The Port has made best efforts to incorporate the main obligations of the ground lease into this RFP but makes no representation that all obligations are represented herein. The Port expects the operator to understand and navigate on its behalf the obligations of the ground leases where applicable and to a reasonable extent, but it does not anticipate that inclusion of these leases will substantially change the content of responses to this RFP.
Could you provide copies of the City Ground Leases for both garages?	Copies of the ground leases will be provided to the preferred respondent during the contract negotiation period. The Port has made best efforts to incorporate the main obligations of the ground lease into this RFP but makes no representation that all obligations are represented herein. The Port expects the operator to understand and navigate on its behalf the obligations of the ground leases where applicable and to a reasonable extent, but it does not anticipate that inclusion of these leases will substantially change the content of responses to this RFP.
Exhibit D — What 2026 capital improvement work is underway at each garage, and how should we reflect it in the operating plan?	The scope of work is included in exhibit D. For Fountain Square South Garage, this includes: sprinkler system replacement, gas detection system replacement, drainage plumbing selective replacement, concrete structural repairs, expansion joint replacement. For 605 Plum garage, this includes: concrete and metal

	structural repairs, new security camera system throughout, elevator cab replacement, architectural repairs and painting, re-striping. All work outlined above will be complete prior to the operator's start date
What is the schedule for the Exhibit D capital improvement project, and which closures or space reductions should respondents assume in the first-year budget?	All capital improvements work outlined in Exhibit D will be complete prior to the operator's start date.
Are there any additional planned capital repairs or PARCS replacements at 605 Plum, beyond those listed in Exhibit D?	While The Port maintains a 5-year capital repairs & improvements plan, no additional capital repairs/improvements are anticipated over the next 6 months beyond what is outlined in Exhibit D.
Insurance — The RFP asks each scenario to include an insurance proposal, but no coverage levels are stated. Could you share the draft agreement or insurance exhibit with the required limits?	No sample agreement will be provided. The Port will be open to commercially reasonable terms to be negotiated with the operator as outlined in the timeline on page 3 of the RFP. For the purposes of this solicitation, proposals can assume the following insurance limits, however this is subject to change prior to execution of the contract. - Commercial General Liability $1,000,000 per occurrence with $2,000,000 in aggregate. - Commercial Automobile Liability $1,000,000 per occurrence. - Umbrella Policy Coverage not less than $10,000,000 per occurrence and annual aggregate. - Garage Keepers Legal Liability. - Workers' Compensation & Employer Liability of

	not less than $500,000 per occurrence.
The RFP requires an insurance proposal with each scenario but does not state minimum limits. What insurance lines and minimum limits will the operating agreement require — specifically for commercial general liability, garagekeepers legal liability, automobile/hired and non-owned auto, workers compensation, umbrella/excess, and crime/fidelity — and will the Port require additional-insured status and waiver of subrogation?	No sample agreement will be provided. The Port will be open to commercially reasonable terms to be negotiated with the operator as outlined in the timeline on page 3 of the RFP. For the purposes of this solicitation, proposals can assume the following insurance limits, however this is subject to change prior to execution of the contract. - Commercial General Liability $1,000,000 per occurrence with $2,000,000 in aggregate. - Commercial Automobile Liability $1,000,000 per occurrence. - Umbrella Policy Coverage not less than $10,000,000 per occurrence and annual aggregate. - Garage Keepers Legal Liability. - Workers' Compensation & Employer Liability of not less than $500,000 per occurrence.
Please confirm the insurance limits and any bond or letter-of-credit requirements for the resulting agreement.	No sample agreement will be provided. The Port will be open to commercially reasonable terms to be negotiated with the operator as outlined in the timeline on page 3 of the RFP. For the purposes of this solicitation, proposals can assume the following insurance limits, however this is subject to change prior to execution of the contract. - Commercial General Liability $1,000,000 per occurrence with $2,000,000 in aggregate. - Commercial Automobile Liability $1,000,000 per occurrence.

	- Umbrella Policy Coverage not less than $10,000,000 per occurrence and annual aggregate. - Garage Keepers Legal Liability. - Workers' Compensation & Employer Liability of not less than $500,000 per occurrence.
What are the insurance coverage limits and bonding requirements?	No sample agreement will be provided. The Port will be open to commercially reasonable terms to be negotiated with the operator as outlined in the timeline on page 3 of the RFP. For the purposes of this solicitation, proposals can assume the following insurance limits, however this is subject to change prior to execution of the contract. - Commercial General Liability $1,000,000 per occurrence with $2,000,000 in aggregate. - Commercial Automobile Liability $1,000,000 per occurrence. - Umbrella Policy Coverage not less than $10,000,000 per occurrence and annual aggregate. - Garage Keepers Legal Liability. - Workers' Compensation & Employer Liability of not less than $500,000 per occurrence.
Bonds — Is a bid, performance, or payment bond required?	Bid, performance, and payment bonds are not required for proposals.
Cincinnati Municipal Code Chapter 413 (as amended by Ordinance 341-2026) — What does the Code require of the operator specifically, beyond the security standards in Exhibit F?	This ordinance is publicly available online. It is expected that the operator will ensure full compliance with all applicable regulations.

Chapter 413 of the Cincinnati Municipal Code, as amended by Ordinance No. 341-2026: will the Port confirm which specific amended standards the security plans should address, and whether the operator or the Port holds the Chapter 413 license for each garage?	This ordinance is publicly available online. It is expected that the operator will ensure full compliance with all applicable regulations.
Please provide a copy of Ordinance No. 341-2026 amending Chapter 413 of the Cincinnati Municipal Code, or a summary of its requirements for the Port Garages.	This ordinance is publicly available online. It is expected that the operator will ensure full compliance with all applicable regulations.
Teaming — May a younger operator team with an experienced garage operator or subcontractor for the experience criterion, and if so, how should that be presented in Sections A–B and D?	The RFP outlines selection criteria and third-party vendor management expectations. The Port does not intend to engage with multiple parking operators and intends to engage in one contract. If there are partnerships that exist on the operator level, they should function as one single entity from The Port's perspective. The Port expects proposals to stand on their own merit.
May a respondent propose with a subcontracted or teaming operating partner and count that partner's experience under Prior Experience?	The RFP clearly outlines selection criteria and third-party vendor management expectations. The Port does not intend to engage with multiple parking operators.
Data and technology — Could you confirm the Port's requirements for data export and portability at transition, so we can confirm our LPR platform meets the no-proprietary-lock-in terms?	Respondents should assume that existing LPR software and hardware is proprietary to the current operator.
Who is the current operator of Fountain Square South Garage and of the 605 Plum Street Garage, and when does each current operating agreement expire?	The current operator for both facilities is Metropolis. A contracting timeline is spelled out on page 3 of the RFP.

Who is the incumbent operator at each garage, and when does each current agreement expire?	The current operator for both facilities is Metropolis. A contracting timeline is spelled out on page 3 of the RFP.
Will the Port make the current operator's staffing roster (positions and scheduled hours by facility, without personal data) available, and are incumbent front-line employees eligible to be hired by a successor operator? Are any incumbent employees covered by a collective bargaining agreement?	The Port does not maintain employee information for current parking operations. The Port declines to provide further information.
What are the Port's transition expectations for the approximately 60 days between Notice to Proceed and the start date — specifically for monthly-parker account migration, Westin valet continuity at FSSG, and Convention Center event coverage at the Plum Garage during that window?	It is expected that a full transfer occurs within the stated 60 day window. The operator will assume operations on the start date.
Exhibit C is titled "Financial Reports FY 2025 and FY 2026 Q3" and the pages included are headed December 2025 and September 2026. Please confirm which periods the four statements cover, and whether full-year FY2024 and FY2025 audited or final statements, plus monthly statements for the trailing twelve months, are available to respondents.	As noted in Exhibit C of the RFP, these statements include both the noted month as well as year-to-date actuals. The Port does not intend to supply additional financial documents at this time.
The 605 Plum Garage's FY2025 actual gross revenue ($768,397) substantially exceeded its annual budget ($395,331). What drove the variance — Convention Center reopening, rate changes, or event volume — and what revenue level does the Port expect for the first contract year?	Exhibit C provides a breakdown of the 605 Plum garages various revenue streams. The Port declines to speculate what drove the variance. The 605 Plum garage did see utilization related to the construction of the Convention Center during FY2025. The Convention Center reopened in January of 2026.

Can you provide a breakdown of miscellaneous revenue for each garage and confirm which sources are recurring so we can include them in our projections?	Exhibit C provides a breakdown of the 605 Plum garages various revenue streams.
Are the revenue and expense figures in Exhibit C stated on the same basis the Port expects in the §VIII.K budgets (for example, is revenue gross before credit-card fees, and are utilities included in operating expenses or paid directly by the Port)? The Exhibit C statements do not show a utilities line — who currently pays utilities for each garage?	The Port pays utilities for both facilities. The Port anticipates that proposals will use a similar budget format to those provided in Exhibit C, however proposals may use their preferred budget format.
Which utilities should we budget for at each garage, and which are paid directly by The Port, the City, the Westin, or another party? Can you provide the last 12 months of utility costs by garage, including any shared charges outside the financial reports, and explain how those costs are allocated?	The Port pays utilities for both facilities and therefore proposal budgets should exclude utilities.
What parking access and revenue control system (PARCS) equipment is currently installed at each garage — manufacturer, entry/exit lane count, pay stations, gates, LPR cameras — what is its age and condition, and who owns it? Will existing equipment convey to the incoming operator or must the operator supply new equipment?	Respondents should assume that existing LPR software and hardware is proprietary to the current operator. Respondents should assume existing PARCS equipment will remain. The Port encourages respondents to verify details such as existing equipment during the Site Inspections dates that are outlined in the RFP.
Can you provide an inventory of existing parking equipment at both garages?	Respondents should assume that existing LPR software and hardware is proprietary to the current operator. Respondents should assume existing PARCS equipment will remain. The Port encourages respondents to verify details such as existing equipment during the Site Inspections dates that are outlined in the RFP.

Which parking access and revenue control equipment, software and payment-processing contracts are in place at each garage? Are they owned by The Port or the incumbent, and which will a new operator be required or able to keep (for example, the MT Platform Fee shown on the Plum Garage statements)?	Respondents should assume that existing LPR software and hardware is proprietary to the current operator and will not remain. Respondents should assume existing PARCS equipment will remain. Proposals should include the operator's recommended parking management platform. The Port encourages respondents to verify details such as existing equipment during the Site Inspections dates that are outlined in the RFP.
What camera/CCTV system is currently in place at each garage, and how does it relate to the $80,000 Cameras/CCTV line in the Exhibit D capital project for the Plum Garage?	605 Plum does not currently have a camera system. A new, full coverage system from Digital Watchdog is being installed as part of the current capital improvements project. The Port encourages respondents to verify details such as existing equipment during the Site Inspections dates that are outlined in the RFP. All costs associated with the operation of the camera systems is the responsibility of the operator. Proposals should include the operator's recommended monitoring platform and methods.
Can you provide an inventory of the cameras, recording systems, emergency call stations or intercoms, and network equipment at each garage? Please include who owns each system, its current condition, and what will be available to the selected operator. For the cameras, please include the original installer, any local integrator The Port uses today, active service contracts, and available network video recorder (NVR) specs.	605 Plum does not currently have a camera system. A new, full coverage system from Digital Watchdog is being installed as part of the current capital improvements project. The Port encourages respondents to verify details such as existing equipment during the Site Inspections dates that are outlined in the RFP. All costs associated with the operation of the camera systems is the responsibility of the operator. Proposals should include the operator's recommended monitoring platform and methods.
Where does the $80,000 Cameras/CCTV System item in Exhibit D stand for 605 Plum? If equipment has been purchased or installed, can you share the camera make, model, and installation status?	605 Plum does not currently have a camera system. A new, full coverage system from Digital Watchdog is being installed as part of the current capital improvements project. The Port encourages respondents to verify details such as existing equipment during the Site Inspections dates that are outlined in the RFP. All costs associated with the operation of the camera

	systems is the responsibility of the operator. Proposals should include the operator's recommended monitoring platform and methods.
For each garage, what camera equipment and services will The Port provide, and what should we include in our Exhibit F baseline for equipment, maintenance, recording and storage, live or remote monitoring, and footage retrieval? Should we price the 30-day minimum retention period, or does The Port expect longer?	605 Plum does not currently have a camera system. A new, full coverage system from Digital Watchdog is being installed as part of the current capital improvements project. The Port encourages respondents to verify details such as existing equipment during the Site Inspections dates that are outlined in the RFP. All costs associated with the operation of the camera systems is the responsibility of the operator. Proposals should include the operator's recommended monitoring platform and methods.
Exhibit D shows a $1,895,000 capital improvement project for both garages (Kaiker Development + Construction). What is the project's current status and expected completion date for each garage, will any work remain in progress at the operator's start date, and what coordination will be required of the operator?	All capital improvements outlined in Exhibit D will be complete prior to the operator's start date.
Is mobile/QR payment or any reservation platform (for example SpotHero or ParkMobile) currently sold at either garage, under what commercial terms, and may the incoming operator continue, replace, or discontinue those channels?	Proposals should clearly outline proposed payment, reservation, and any other software required for the competitive operation of the facilities. Proposal should assume that all exiting systems can be transitioned to the respondents preferred systems.
How many active monthly parkers are there at each garage today, and what validations programs are in place (Westin, Convention Center, other tenants) — including who funds validation discounts?	The Port declines to provide this information. Exhibit C outlines gross revenues associated with the various types of parkers. Proposals should include respondents' recommendations related

	to validation, marketing, pricing, monthly customers, etc.
Total transient transactions count from 2025 Full year and 2026 YTD	The Port declines to provide this information. Exhibit C outlines gross revenues associated with the various types of parkers. Proposals should include respondents' recommendations related to validation, marketing, pricing, monthly customers, etc.
For FSSG: how are the Westin's rights to up to 60 valet spaces exercised in practice — hours, staffing responsibility, and how valet revenue and expense are currently treated? Is a copy of the Westin arrangement available with the ground leases?	The Westin is responsible for the operation of their valet service. The Westin valet usage requirements are outlined in the RFP document and the ground lease which is provided herein. The operator expected to work with the Westin to satisfy these requirements.
Please share any agreements that govern Westin valet usage at FSSG and convention center event parking at the Plum Garage, including rates and space allocations.	The Westin is responsible for the operation of their valet service. The Westin valet usage requirements are outlined in the RFP document and the ground lease which is provided herein. The operator expected to work with the Westin to satisfy these requirements.
Who currently provides janitorial, snow removal, security, and elevator maintenance at each garage, and which of those services does the Port expect the operator to procure versus hold directly?	The operator holds these vendor contracts and therefor The Port does not have such vendors. Expectations around facilities management, maintenance, and third-party vendor management are clearly defined in the RFP document and should be clearly outlined in all proposals.
What indemnification terms will the operating agreement contain, including for security-related claims referenced in Exhibit F §8?	No sample agreement will be provided. The Port anticipates awarding an initial term of three (3) years with renewal options. The Port anticipates that the agreement will provide for termination notice not less than 60 days. The Port will be open to commercially reasonable terms to be negotiated with the operator as outlined in the timeline on page 3 of the RFP.
Section V provides renewal options and termination on prior written notice. How many renewal options and of what length are contemplated, and what termination	No sample agreement will be provided. The Port anticipates awarding an initial term of three (3) years with renewal options. The Port anticipates that the agreement will provide for termination

notice period (for convenience and for cause) will the agreement provide?	notice not less than 60 days. The Port will be open to commercially reasonable terms to be negotiated with the operator as outlined in the timeline on page 3 of the RFP.
Will a sample management agreement be provided? If not, can you clarify the termination notice period, renewal terms, indemnification, and liability?	No sample agreement will be provided. The Port anticipates awarding an initial term of three (3) years with renewal options. The Port anticipates that the agreement will provide for termination notice not less than 60 days. The Port will be open to commercially reasonable terms to be negotiated with the operator as outlined in the timeline on page 3 of the RFP.
Will the agreement include a performance standard or cure regime (for example, liquidated damages or service-level credits), and are there minimum staffing or coverage levels the Port will treat as contractual commitments versus proposal representations?	The RFP outlines that proposals should include a staffing plan. The terms of the operating agreement will be defined and negotiated as outlined in the timeline on page 3 of the RFP.
Does the Port have a preference between a fixed management fee, a percentage-of-revenue fee, or a hybrid, and may respondents propose an incentive structure tied to net operating income?	Proposals should clearly outline the respondent's recommended fee and incentives structure. The terms of the operating agreement will be defined and negotiated as outlined in the timeline on page 3 of the RFP.
May the operator propose rate changes for transient and monthly parking during the term, subject to Port approval, and what is the approval process? Are the current rates ($21 daily max / $205 monthly at FSSG; $12 daily max / $115 monthly at Plum) set by the Port?	Proposals should clearly outline respondent's recommended rate structure. The Port maintains ultimate approval of rates, often at the recommendation of the parking operator.
Who has authority to set parking rates, and is City approval required?	Proposals should clearly outline respondent's recommended rate structure. The Port maintains ultimate approval of rates, often at the recommendation of the parking operator.
For Scenario 2, may the alternative model assume removal or reconfiguration of gates/lanes at either garage, and are there any	Proposals should clearly outline the respondent's recommended operating scheme and should assume there are no restriction arising from the

Port or ground-lease constraints on gateless operation?	ground lease related to this specific area of operations.
How many SBE (small business enterprise) firms does the Port expect to see in a proposal under selection criterion 17, and is participation measured by subcontractor count, spend share, or another basis? Is there a Port SBE directory respondents should use?	As outlined in The Port's Economic Inclusion policy, The Port aspires to achieve a total target goal of 30% Small Business Enterprise (SBE) participation for Construction, Supplies, Services, and Professional Services. While this goal is not a requirement, Respondents are encouraged to demonstrate a plan for ensuring opportunities for SBE's. The Port reserves the right to track SBE participation as a function of dollar value spend. For the purposes of this solicitation, The Port will accept any commonly accepted SBE certification, with the expectation that firms ultimately become SBE certified with the City of Cincinnati.
Which SBE certifications does The Port recognize, and is there a participation goal?	As outlined in The Port's Economic Inclusion policy, The Port aspires to achieve a total target goal of 30% Small Business Enterprise (SBE) participation for Construction, Supplies, Services, and Professional Services. While this goal is not a requirement, Respondents are encouraged to demonstrate a plan for ensuring opportunities for SBE's. The Port reserves the right to track SBE participation as a function of dollar value spend. For the purposes of this solicitation, The Port will accept any commonly accepted SBE certification, with the expectation that firms ultimately become SBE certified with the City of Cincinnati.
Will the Port share the list of firms that received this RFP and attended the site inspections, and does the Port intend to hold interviews and technology demonstrations (per §VIII.H) before or after December 10?	At its option, The Port will issue invitations for personal interviews after reviewing submissions. The RFP is posted on The Port's website and therefore this is an open solicitation. Specific information about prospective respondents will not be provided while the RFP is active.
For facilities a respondent owns, what reference does The Port want in place of an owner reference? Would lenders, major tenants or other third parties be acceptable?	The Port recommends that proposals include relevant references that demonstrate the respondents track record and relevant experience. The Port will seek to verify the business reputation and practices of prospective operators.

Section VIII.A asks respondents to disclose current competing assignments in Cincinnati. Is there any restriction on a respondent that owns other garages in the CBD? If not, what safeguards would The Port expect, for example on pricing, customer steering or data separation?	There is no restriction. If a respondent owns other facilities in the CBD, please provide the recommended information and procedures taken to prevent conflicts from arising between competing garages.
Could The Port share the Exhibit C financials in native Excel or a legible PDF, with monthly detail for FY2025 and FY2026 year-to-date? Current monthly-parker counts and occupancy by garage would also help.	The Port declines to provide this information beyond what is already included in Exhibit C.
What are the current security staffing levels and recent incident history at each garage? The 2025 security expense at the Plum Garage ran well above budget.	The Port declines to provide this requested information. These facilities experience issues typical of other facilities across the CBD, but there are no specific incidents to report.
Under Exhibit F, may one on-site presence or shared patrol cover both Port Garages if one operator is awarded both, provided the response-time outcomes are met?	Proposals should clearly outline a staffing plan. The Port intends to contract with the same operator for both facilities.
Will The Port fund an operating or imprest account at start-up, or should respondents assume they front approved expenses until the monthly reimbursement?	The Port will not fund an operating account at start-up. All operating expenses will be on reimbursement basis.
Are there page limits, a required pricing format (is Excel acceptable?) or a maximum email attachment size for submissions?	There is no page or file size limit. PDF format is strongly preferred.
Are there page limits or required templates for the operating budgets and three-year TCO?	There is no page or file size limit. PDF format is strongly preferred.
Who currently services the cameras, call stations or intercoms, lighting, and elevators at each garage? Under the new agreement, who will handle inspections, testing, maintenance, repairs, and replacement? Please confirm which costs we should budget and which service agreements will stay in place.	Proposals should assume that all of these items are the responsibility of the operator.

What fire suppression inspections and HVAC maintenance should we budget for at each garage? For any new systems included in The Port's capital improvement plan, can you share what is being installed, the warranty period and coverage, and who will handle maintenance during and after the warranty?	All facilities maintenance and repairs are the responsibility of the operator. The Port encourages respondents to verify details such as existing equipment during the Site Inspections dates that are outlined in the RFP.
Who handles and pays for snow and ice removal at each garage, including the adjacent sidewalks and pedestrian areas? Should we include that cost in our operating budget?	These items are the responsibility of the operator and should be included in proposed budgets.
With respect to Sections 9(a) and 9(b), please confirm whether the required 24/7 on-site presence and security patrol functions may be fulfilled by non-sworn, unarmed garage operations and/or on call operator, security personnel, or whether the Port requires licensed armed security officers at either garage.	Yes, the security requirements can be fulfilled in those ways, however The Port encourages proposals to include their recommended security, staffing, and operations schemes.
Please confirm per section (2c) whether the Port intends to be the merchant of record for parking revenues collected at the garages. Can this be an operator account?	The Port is open to discuss if there are operational or financial benefits with one form over another. Proposals should include the recommended method.
Please clarify whether responsibility for existing and future security camera systems rests with the Port or the Operator. If the Operator is responsible for any portion of these costs, please provide system details and estimated capital and operating costs to be included in respondents' pricing.	Operation of the security camera systems is the responsibility of the operator. Operating costs should be outlined in respondents' proposals. The Port encourages respondents to verify details such as existing equipment during the Site Inspections dates that are outlined in the RFP.