

**EVANSVILLE-VANDERBURGH AIRPORT AUTHORITY DISTRICT
REQUEST FOR PROPOSALS FOR
PARKING ACCESS and REVENUE CONTROL SYSTEM AT
THE EVANSVILLE REGIONAL AIRPORT
ADDENDUM #3**

The following addendum items clarify the requirements of the contract documents for this project. The articles in the addendum take precedence over the previously published documents.

The following questions have been received from interested respondents. Below you will find their questions received and the Authority's response.

Question #1

I reviewed the Repair Services requirement within the RFP, but did not see anything that mandated an established Local presence. If we agree to those Service terms, yet we do not currently have a support office / personnel in the area, are we still eligible Bid? Or, do we need to have an already established support office / technician within a customary 2-hour radius of EVV?

Answer #1

The airport is open to all service /support options to maintain the PARCS system. We will evaluate all options while locality is not mandatory, responsiveness timing will be part of the evaluation criteria.

Question #2

- Who will provision the Network Switch (EVV / PARCS Vendor)?
- Please clarify whether the Airport will provide and maintain all network switches required for the PARCS system, or if respondents are expected to furnish and install network switches as part of their proposal.

Answer #2

The airport will provide the necessary network switches for communications.

Question #3

For the LPR cameras, would you be able to add those 2 manufacturers to the list?

- Milesight : <https://www.milesight.com/>
- Axis : <https://www.axis.com/en-ca>

Will you approve the use of FlashVision LPR cameras in a response?

Request approval of a "Functional equivalent" to the list of qualified vendors for LPR cameras included in the RFP. We are seeking approval of the technology below, as approved manufacturer for our RFP response:

- o 07.08.26 EVV PARCS RFP - Pg 55-56 Q. LPR CAMERAS – ARVOO Axxess Ruby

Answer #3

Milesight and Axis are approved equivalent LPR cameras to the existing list 2.6 (Q).

FlashVision is an approved equivalent LPR camera to the existing list 2.6 (Q).

ARVOO Axxess Ruby is an approved equivalent LPR camera to the existing list 2.6 (Q).

Question #4

- On 5.1 it references bonds but the requirements are not specified. Is there a bond required?
- The RFP references the successful Contractor providing bonds following award but does not identify the required bond types or amounts. Please confirm whether Proposal, Performance, and Payment Bonds are required, and if so, specify the required bond amounts or percentages.

Answer #4

There is no bond requirement for this project.

Question #5

On ENS and EXT, it lists the need for proximity card readers for airport and FPP access. If our FPP program uses LPR as primary and a barcode as secondary, can we omit the FPP proximity reader?

Answer #5

If the FPP access will allow multiple options outside of a proximity cards, the proximity reader and associated requirement for proximity card procurement is no longer needed.

Question #6

Since the employee access is run through Genetech, can we reuse the existing airport access card readers or are new readers required?

Answer #6

New reader will be required for all units as not all units currently have access control attached to them. The airport is currently utilizing HID RP 20/RP 40 multiclass units.

Question #7

If we repurpose all existing network infrastructure, is a new locked rack still required?

Answer #7

If a new locking rack is not being proposed, verify any required network equipment will fit into the existing equipment.

Question #8

If validations can be printed on any standard printer, do we need provide a printer?

Answer #8

Validations can be printed from any printer. Would prefer if there are validations to be as efficient printing as possible, and not print a single validation on a full 8 ½ x 11 sheet of paper.

Question #9

Are you open to any lane redesigns that would provide either civil cost savings or provide improved functionality of solution presented?

Answer #9

Yes

Question #10

If mobile cashier runs on any mobile device, will Owner provide the device?

Answer #10

Yes. Any mobile capable option would need to interface with Apple iPad technology.

Question #11

Where is the power feed coming from for the two new traffic control gates?

Answer #11

Power can be utilized from existing traffic control gates and/or existing parking attendant booth.

Question #12

Please confirm whether this project is subject to any prevailing wage requirements (Federal Davis-Bacon, Indiana prevailing wage, or other wage determinations) or certified payroll reporting requirements.

Answer #12

Prevailing wage rates are not required for this project.

Question #13

Addendum #2 states that respondents should include a rough order of magnitude estimate for the required civil work and that the Airport may elect to procure this work separately. Please clarify whether respondents are expected to provide only a budgetary civil work estimate with their proposal, or whether detailed quotations from civil subcontractors are required as part of the submission. Additionally, would the Airport consider contracting directly with a civil contractor under a separate agreement from the PARCS contract, with the selected PARCS provider supplying recommendations for contractor.

Answer #13

Only a budgetary civil work estimate is to be included with the proposal, detailed quotations are not required as part of the submission. The airport is open to contracting with a civil contractor under a separate agreement from the PARCS contract.

Question #14

Addendum #2 revises the proposal submission requirements to allow electronic submission via email. Please confirm that no hard copy proposals or USB flash drives are required and that an electronic submission only will satisfy the proposal requirements.

Answer #14

No hard copies or USB submissions are required. If you utilize email or digital submission, make sure you provide a method to download the RFP as the submission may be too large for the email servers to accept. A receipt of successful submission will be provided via email.

Question #15

Please confirm that the PARCS Contractor is responsible only for providing as-built drawings for the PARCS equipment, conduit, communications, and associated work performed under the PARCS contract, and not for any civil or electrical work completed by others.

Answer #15

Confirmed, only as built for PARCS equipment, conduit, communications and associated work performed under the PARCS contract is required.

Question #16

Does the Airport currently utilize, or intend to implement, a third-party parking reservation platform? If so, please identify the provider.

Answer #16

The airport does not currently utilize or intend to implement a third party parking reservation platform. Please provide if submission is capable if the airport wants to implement in the future.

Question #17

The specifications state that the Contractor shall examine and accept existing power to the field locations of powered equipment and identify any additional power infrastructure required. Please clarify whether respondents are expected to include detailed electrical design and pricing for any required power infrastructure as part of the proposal, or if a budgetary allowance is acceptable. If detailed pricing is required, would the Airport consider allowing respondents to schedule additional site visits with their electrical and civil subcontractors to accurately develop this scope?

Answer #17

A "not to exceed" budgetary allowance is acceptable, detailed pricing is not required.

Question #18

Please clarify the desired functionality for the intercom system. Is the Airport requesting full two-way audio communication between the parking customer and the remote operator, or is one-way communication acceptable? Additionally, does the Airport intend to utilize an existing intercom platform or is a complete remote intercom solution expected to be included?

Answer #18

The airport requires a full two-way audio communication system between the parking customer and a remote operator. A complete intercom solution is expected to be included in the submission. The airport currently only utilizes local intercom communications with internal phones. (See 111226 2.6 G)

Question #19

Please identify the two existing credential technologies currently in use by the Airport, including the manufacturer, model, and credential technology (e.g., HID Prox, HID iCLASS, MIFARE DESFire, etc.), so respondents can confirm compatibility with the proposed PARCS solution.

Answer #19

Currently utilize HID multiclass RP40 non keypad readers (RP10 is acceptable depending on parking unit provided) # 920PTNNEK00000

Question #20

Please identify the Airport's intended payment processor or merchant services provider. If one has not yet been selected, please confirm whether respondents should include pricing based on their preferred PCI P2PE-certified payment processor.

Answer #20

The airport currently utilizes Old National Bank and associated paymentinsders.net processing through Elavon.

Question #21

Please clarify whether respondents may reuse existing conduits where they are found to be serviceable, or if all new conduit infrastructure is required regardless of existing conditions.

Answer #21

Existing conduit may be reused where they are found to be serviceable.

Question #22

Please clarify whether existing communications cabling may be reused if tested and found acceptable, or if all communications cabling is required to be new.

Answer #22

Existing communications cabling may be reused if tested and found acceptable.

Question #23

Please clarify whether all existing PARCS equipment should be removed and disposed of by the Contractor, or if the Airport wishes to retain any equipment for spare parts or future use.

Answer #23

All existing PARCS equipment should be removed and disposed of by the Contractor. No existing equipment shall remain at the conclusion of the project. (See 111226 1.3 17-18 and 1.5 C 5 for PCI-DSS disposal requirements)

Question #24

Will the Airport provide existing fiber or network connectivity between the field locations and the equipment room, or is the PARCS Contractor expected to provide all communications infrastructure necessary to connect the system?

Answer #24

The existing fiber network is to remain in place between the field locations and the equipment room. Contractor may reuse the existing communications cabling if tested and found acceptable.

Question #25

Please identify the location where the PARCS head-end equipment, server rack, and network equipment will be installed and confirm whether adequate rack space, power, HVAC, and internet service are already available.

Answer #25

PARCS head-end equipment will be located and maintained in the current parking booth mechanical room. Current equipment shall be mounted in existing wall mounted IT cabinet or provide a new wall mounted IT cabinet. Current power, HVAC, required network switches, and internet are provided in this location.

Question #26

Will the Airport permit temporary lane closures during construction, or is the Contractor expected to maintain all entry and exit lanes operational throughout the installation? If lane closures are permitted, please identify any operational restrictions or allowable work windows.

Answer #26

Temporary lane closures are permitted during the construction project. Operational restrictions are as follows:

- At least 1 entry lane for each lot must remain open for customers at all times. (2 total)
- At least 2 exit lanes must remain open for customers at all times.
- These can be a combination of old system/new system, but must have adequate functionality to process customers at all times.

Question #27

Are there any restrictions on normal construction hours, overnight work, weekend work, or work during peak travel periods?

Answer #27

No restrictions on normal construction hours, overnight work, weekend work, or work during peak travel periods.

Question #28

Does the Airport intend to migrate any existing Frequent Parker, permit, or LPR databases into the new PARCS? If so, please provide additional information regarding the existing system and expected migration scope.

Answer #28

The airport will have the capability of exporting existing data into excel or CSV files to utilize in any new system. The airport has not yet determined the desire to transfer existing data at this time until a new frequent parker program is selected.

Question #29

Please confirm that the warranty period will begin upon Final System Acceptance rather than upon shipment or installation of individual equipment.

Answer #29

The warranty period will begin upon Final System Acceptance.

Question #30

Will the Airport provide its existing merchant account and payment processor credentials, or is the PARCS Contractor expected to establish new merchant services as part of the project?

Answer #30

The airport will provide existing merchant account and payment processor credentials as needed to interface with new system.

Question #31

Please clarify whether the Airport will develop the website integration using the selected Contractor's API, or whether the PARCS Contractor is expected to provide website development services as part of this project.

Answer #31

The airport is willing to utilize the Contractor's API to implement any website integration needed.

Question #32

Beyond the parking reservation platform, are there any additional third-party systems the Airport intends to integrate with the new PARCS (e.g., accounting software, business intelligence platforms, mobile applications, access control systems, parking guidance systems, or airport operational systems)?

Answer #32

The airport requires the interoperability with Genetec for access control operation as well as whatever VMS the Contractor proposes for signage. Currently the Airport does not intend to utilize any additional third-party systems or applications.

Question #33

Will the Airport require a Factory Acceptance Test (FAT) prior to shipment, or will acceptance testing be limited to the on-site Lane Acceptance Test (LAT) and Operational Demonstration Test (ODT)?

Answer #33

Acceptance testing will be limited to on-site Lane Acceptance Test (LAT) and Operational Demonstration Test (ODT).

Question #34

During the transition from the existing system to the new PARCS, does the Airport expect the Contractor to provide temporary revenue collection equipment or procedures, or may portions of the existing system remain operational until each lane is converted?

Answer #34

- The Airport expects portions of the existing system to remain in operation until all lanes are converted. No temporary revenue collections equipment or procedures is expected. *Staff should be able to manually enter the entry date/time from an old ticket on the new system to calculate the fee when an old system ticket is presented at the exit during transition.*

Question #35

In lieu of tradition of the Handheld LPR Inventory System Alternate be satisfied through the use of fixed LPR cameras in conjunction with a cellular-enabled tablet that provides remote access to the PARCS software in which LPR images are stored and searchable? The tablet would allow authorized personnel to

search license plates, review entry date and time as well as exit date and time, update vehicle location information, reconcile vehicles that have departed but remain in the system, and generate reports in the required format-eliminating the need for a separate handheld LPR/LPI device.

Answer #35

Yes this method of handheld LPR Inventory System is acceptable.

Question #36

Can you please clarify if the proposal should follow the format requested in SECTION 3 – REQUIRED PROPOSAL CONTENT - pgs. 5-6 of the RFP, or the format indicated in 1.5 SUBMITTALS – pgs. 25-28?

Answer #36

Please provide all the required information as requested in RFP Section 1.5 SUBMITTALS.

Question #37

Can you please provide details regarding the existing Frequent Parker Program currently in use? Specifically, what platform or system is being utilized, and who is responsible for administering and managing the program, including customer enrollment, account maintenance, billing, and reporting?

Answer #37

The current FPP system is a tiered discount system being administered by our current PARCS provider Amano McGann. Customer enrollment is completed through a website request, and all maintenance and administration is by Airport staff. All documentation/reporting is utilize through the FFP program Amano iPARC on the existing Airport server.