

RFP 2023-25 Addendum #2

NOTE: As this project is partially funded by the FAA, the respondent is will also be required to adhere to all Federal contract clauses including but not limited to Davis-Bacon, Title VI, Equal Opportunity clauses, General Civil Rights provisions and Disadvantaged Business Enterprises (DBE). **There is a 6% DBE goal for this project** and respondent will need to comply with the associated monthly and project reporting requirements. Please include clarification of the goal will be met in your response.

Question #1: Please Provide drawings showing locations of all existing security devices, readers, controllers, cameras, recorders, servers, and workstations.

Response #1: SRAA is not able to publish drawings with extensive detail due to the sensitivity of the security system. We identified the number of cameras and door controllers in the RFP.

Question #2: Please Provide drawings showing locations of all new/added security devices, controllers, cameras, recorders, servers, and workstations.

Response #2: SRAA is not able to publish drawings with extensive detail due to the sensitivity of the security system. We identified the number of cameras and door controllers in the RFP

Question #3: Please provide security system reports from the current security system platform. Reports should include security devices, readers, input/output, controllers, cameras, recorders, servers, and workstations.

Response #3: SRAA provided the number of devices that have to be replaced in the RFP. We will be providing the existing style of cameras soon. It is up to the proposer to provide the best technology for the system they are proposing.

Question #4: What is the current security system platform in use?

Response #4: The current system is Genetec. However, that will not weigh into the decision of what the selection will be. We are looking for the system that best meets the needs of a growing airport with the most advanced technology available.

Question #5: What is the newly specified security platform going to be?

Response #5: It is up to the respondent to provide the solution in their response. We are looking for the system that best meets the needs of a growing airport with the most advanced technology available.

Question #6: Is the existing security system infrastructure and cabling being repurposed? Or is new cabling being provided for all new and existing security devices?

Response #6: The respondent should provide all cabling and infrastructure requirements in the proposal. SRAA will make the determination of how to meet those needs.

Question #7: Are any of the existing security devices being repurposed? Or are all existing security devices being replaced?

Response #7: All hardware required to operation the system such as door controllers, cameras, badge printers, fingerprint readers and work stations are to be included in the proposal.

Question #8: You stated IDMS software is to be included in the cost of the base system replacement price and it is preferred to use the Telos for background checks. Is this correct?

Response #8: This is correct.

Question #9: On Page 2 of the RFP, the SRAA states that 3 copies are to be included with the submission. This is an electronic email submission. Can you clarify if you would like 4 PDF attachments included in the submission email (1 labeled Original and 3 labeled Copies)? If so, what is the MB attachment limit so we can ensure our submission is received?

Response #9: Only a single copy needs to be emailed. We will distribute as necessary internally.

Question #10: The base system is to include all access control software and hardware except for reusing the existing wire and locks will remain. The client workstations are to be provided by the airport and software and configuration by the Contractor.

Response #10: This is correct. SRAA will provide the client workstations. Please provide the specifications required for optimal functionality with your system.

Question #11: The base system is to include all CCTV controls and cameras and reused existing network drops and switches. The servers/storage, monitor's and workstations are to be provided by the airport and software and configuration by the Contractor.

Response #11: SRAA will be providing all cabling and infrastructure. Please include the specifications for the infrastructure required for your proposed system to have optimal functionality.

Question #12: It was stated that you have 2,500 issued badges and are using 26-bit cards and need two badging stations. You stated you buy your own cards. So, contractor will not be supplying new cards?

Response #12: The base bid does not include the cards. SRAA will purchase cards as needed via the required procurement process. If the proposer would like to provide pricing on cards, please do so as a separate document.

Question #13: It was stated the Maintenance is to have Telephone support for IT for self-service maintenance and software support remotely. Then technician response if needed and a response time. Is the technician cost and material to be included in the yearly cost or billable rate for time and material.

Response #13: It is up to the proposer to determine how to best structure the maintenance. If an annual maintenance agreement is part of the proposal, please indicate what is included, such as hours covered and service levels. If maintenance would be provided via time and materials, please indicate billable rates by job title and any minimum billable requirements for a visit.

Question #14: Can the submitted Proposal include a 7th section for additional information the Proposer feels necessary and would add value to the SRAA?

Response #14: The Proposer can include any information in proposal they feel is necessary to clarify the submission.

Question #15: On page 6 of the RFP it states that "Capable with integrating with existing systems." What systems are existing that the airport would like the new system to integrate too?

Response #15: Ability to integrate emergency services such as fire monitoring in the dashboard would be desirable.

Question #16: Does the airport have a preference for on-premise versus hybrid? Many solutions can do both.

Response #16: It is up to the proposer to provide the best solution based their experience at Airports similar to our size and nature that meets the growth and flexibility needs discussed at the walk through.

Question #17: On page 6 of the RFP the airport asks for a "time line", does this mean a gantt chart?

Response #17: The proposer should be able to provide a time line that identifies high level tasks and estimated number days to complete as well as overall implementation length of time. Gantt charts are an effective tool for this purpose but a similar layout would be acceptable.

Question #18 For the biometric technology additional alternative does the airport have a type of technology in mind (ie. Fingerprint, iris, facial) or is this up to the proposer?

Response #18: It is up to the proposer to provide the best technology based their experience at Airports similar to our size and nature that meets the growth and flexibility needs discussed at the walk through.

Question #19: There are many technologies for Perimeter monitoring (i.e.. Cameras, LiDAR, radar and on fence solutions) and can often be a layered approach therefore cost can vary greatly depending. Does the airport have a technology preference?

Response #19: It is up to the proposer to provide the best technology based their experience at Airports similar to our size and nature that meets the growth and flexibility needs discussed at the walk through.

Question #20: There are many technologies for Perimeter monitoring and cost can vary greatly depending. Does the airport have a budget for the perimeter monitoring additional alternative?

Response #20: It is up to the proposer to provide the quote for their proposal. As discussed at the walk through, the focus is on the base system. The decision of whether to move forward with the add-alts will be made after selection of the based system.

Question #21: Who is responsible for providing switches for the solution?

Response #21: From the RFP - The Airport will provide the following items:

- Internet connectivity
- Infrastructure hardware and storage
- Telephone communications.

Question #22: Does the airport have restrictions on installation windows during peak operational hours which would limit scheduling active system deployment to certain hours/days?

Response #22: Airport activity is heaviest from 5:00 am to 8:00 pm every day. It is anticipated that that the respondent would leverage their experience at other airports to schedule implementation to accommodate passenger activity with minimal disruption to TSA mandates.

Question #23: What is the current badging software platform used by the airport? How is that system currently maintained?

Response #23: Please Response #4 and Response #5.

Question #24: Aside from the DAC, does the airport currently use third party integrations for other processes (badge/SIDA training, appointments, billing, key management, etc.)? If so which are used currently?

Response #24: It is up to the Proposer to provide a solution that meets the functionality requested in the RFP on page 6 & 7. The existing structure is not a determining factor when selecting the new system.

Question #25: How is the data, which is used for badging, maintained currently? Does the airport routinely scrub badging data? Will the airport manage any data cleanup for cutover to new badge software, or will the successful bidder do that?

Response #25: The Respondent is responsible for data transfer to the new system. The quality of the data will be the responsibility of SRAA. If there is record clean up required, SRAA staff be responsible for correction of errors.

Question #26: Can you provide current manufacturer and part # for card readers.

Response #26: It is up to the Proposer to provide a solution that meets the functionality requested in the RFP on page 6 & 7. The existing structure is not a determining factor when selecting the new system.

Question #27: Can you provide current manufacturer and part # for access cards.

Response #27: It is up to the Proposer to provide a solution that meets the functionality requested in the RFP on page 6 & 7. The existing structure is not a determining factor when selecting the new system.

Question #28: Can you confirm that existing cable is to be re-used?

Response #28: Please see Response #6 above.

Question #29 How many new ID cards are we to supply?

Response #29: See Response #12 above.

Question #30 What is required for fire alarm monitoring? Is this primary or secondary monitoring?

Response #30: Fire monitoring is not included in the RFP. The ability to integrate emergency services in the dashboard would be desirable.

Question #31 Does current system utilize maps for alarm or camera call ups?

Response #31 See Response #27 above.

Question #32 Can you provide list of cameras including location, mounting, model #, firmware?

Response #32 SRAA provided the number of cameras to quote in the RFP. The existing styles are below, however It is up to the respondent to provide the best technology for the proposal.

Row Labels	Count of Style
Dome	2
Fixed	1
Fixed Dome	141
Fixed Dome - 180	3
Fixed Dome - 360	5
Fixed Dome - Panoramic	5
PTZ Dome	35
Quad	20
Sensor Unit	6
Grand Total	218

Question #33 Do any card reader doors share entry and exit readers? If, yes, how many.

Response #33 SRAA does not have any doors that share entry and exit readers.

Question #34 It was discussed at the walk through that the airport would provide lifts, is this correct? We require the customer sign a waiver, will the Airport sign this?

Response #34 SRAA committed to review the possibility of utilizing Airport lifts. After doing so, SRAA found that after consideration of appropriate equipment, availability and OSHA requirements, it will not be possible to provide lifts. We recommend that proposers consider equipment requirements in the submission.