CITY OF HOUSTON

HOUSTON AIRPORT SYSTEM

George Bush Intercontinental ~ William P. Hobby ~ Ellington Airport

Sylvester Turner

Mayor

Mario C. Diaz
Director of Aviation

August 28, 2020

SUBJECT: **Letter of Clarification (LOC) No. 3**

REFERENCE: Request For Proposal (RFP) for Parking Access & Revenue Control System (PARCS) & Pre-Booking/Reservation System @ IAH & HOU Airport; c

To: All Prospective Proposers:

This LOC is issued for the following reasons:

I.   To **EXTEND** the proposal due date from Thursday, September 3, 2020 **to Thursday, September 24, 2020 @ 2:00 PM, CST.**

II.   **Revise** and **Replace** Attachment B - Cost Proposal Form (revised 7.28.20) **with Attachment B - Cost Proposal Form (revised 8.25.20);**

III.   **Issue Attachment E - Cross Reference: Equipment and Quantities;**

IV.   **Issue Appendix A – Dell Server Specification;**

V.   **Revise** and **Replace** the Minimum Qualifications for the Pre-Booking/Reservation Package (Sub-Section 2.2.1.1 and 2.2.1.2) with the following language in the RFP:

2.2.1.1 A minimum of two (2) or more consecutive years of specialized experience at major commercial airports in the Airports Council International ACI in 2018 top 30 U.S. airports, to install a Pre-Booking/Reservation system that is integrated into the PARCS described above;

2.2.1.2 A minimum of (2) installations at airports with one (1) in the top 30 U.S. airports by ACI 2018;

VI.   **Respond to questions submitted by prospective bidders.**

LOC No. 3   August 28, 2020
Solicitation No. HWC-PARCS-2020-013
Project No. 783 A & B

VI.   Response to Questions

1. ***Specification Statement: 1.04 B.17;*** *Provide business intelligence tools for better managing parking system and forecasting results of potential modifications or additions of programs. Vendor shall integrate with AWS Red Shift.*

   Question: Can HAS provide additional detail about the functionality of the desired AWS Red Shift integration and the data that needs to be moved to AWS Red Shift as well as the method of moving said data?

   Response: At HAS, our data team runs EDW on AWS Redshift to support enterprise reporting/analysis. In order to derive business intelligence out of parking data, we need the vendor to have the capability to integrate the HAS parking data with our EDW. The potential ways of this integration in order of preference could be: 1. Give our data team read access to your database to retrieve the data via an ETL tool on a schedule, 2. Extract the data out of your system as pipe delimited text files on a schedule and store them on an FTP server, where our ETL job can pick up the files, 3. Enable an API/Web Service interface for our jobs to read the data in JSON format 4. Call our API to send the data to us on a schedule. The implementation details can be discussed at the appropriate time.

2. ***Specification Statement: 1.04 B.23;*** *Provide a PARCS that is integrated into the SAP system which the airport uses.*

   Question: Can you provide additional details and definitions for the integration specifics with SAP? (i.e. data field, file formatting and frequency of data transfer)

   Response: Data transfer is summation, nightly, CSV, .xls, and .xlsx.

3. ***Specification Statement: 1.04 B.24;*** Integration with current PGS at both William P. Hobby Airport and George Bush Intercontinental Airport that allows for LPR based variable pricing given the location of the parked vehicle or based upon the current utilization of a parking facility.

   Question: Since the current PGS systems are both using ultrasonic technology, how is the requirement to change pricing based on space availability? Is it based on total occupancy of the location?

   Response: The variable pricing will be for premium parking on a deck utilizing spaces already equipped with PGS LPR camera space detection. At IAH 50% of the garage spaces use LPR detection.

4. ***Specification Statement: 1.04 B.38;*** *PARCS shall issue credential with a pre-paid balance that can be used to pay parking fee in the lane and the parking fee is decremented from the credential.*

   Question: Should this function similar to the way a gift card works at retail stores? If the PARCS is to issue this credential with a pre-paid balance, what credential technology is preferred and how is the PARCS system required to create this?

   Response: Preferred credential technology is LPN or bar code. We intend for this to work as a pre-paid credential that the customer can manage on-line.

5. *Specification Statement: 1.08 E.1.c.(2); Backbone: The existing HAS fiber backbone at IAH is sufficient to support the segregated PARCS LAN. The new PARCS network will utilize from two (2) to four (4) strands of the existing fiber backbone to extend the signal to the Terminal A MDF Room servers. The existing backbone consists of both single mode and multimode fiber optic cabling, so the exact switch uplink module will need to be closely coordinated with the existing backbone. All connections that are currently using multimode fiber shall instead use single mode fiber. If single mode fiber is non- existent, then single mode fiber shall be installed as a part of this project. Additionally, new single mode fiber shall be installed from the IDF rooms to each entry/exit lane as required.*

   Question: Please provide as-built drawings of the fiber backbone. Are there existing fiber runs in place between the IDF rooms and the entry/exit lanes?

   Response: No, there are no existing fiber runs to the lanes. Technology Design Plans show the new or existing fiber runs that apply to the scope of work. In addition, in the technology plans, the last page of the XTX.3 series includes an overall fiber schematic for the referenced garage of that series.

6. *Specification Statement: 1.08 E.1.d.(1); William P. Hobby Airport Equipment Rooms: There are approximately four (4) equipment rooms and one equipment enclosure being utilized to support the NSP parking system equipment. Two of the rooms are new and in conformance with HAS IT requirements. These rooms will be re-used. Three of the locations require removal or significant upgrades to bring into conformance. It is currently anticipated that two (2) of the existing locations will no longer be utilized and the equipment will relocate to a new HAS IDF closet. The third location will be upgraded to support the new equipment. There is one (1) valet office.*

   Question: Is HAS providing the equipment room upgrades to bring them into conformance?

   Response: No, the required upgrades are provided under this contract. The upgrades are noted on the contract documents. For Hobby, refer to the 2TX.2 series plans.

7. *Specification Statement: 1.14 1.; The Maintenance Services to be provided by the Contractor include maintenance for the PARCS hardware components used for the public parking operation, and the subsystems, namely the License Plate Recognition System, the Intercom System and the Detection Systems. The services proposed by the Contractor shall also cover any additional subsystems that are installed by the Contractor as part of this project.*

   Question: Please define the term "Detection Systems."

   Response: The main detection system is inductive loops. For the AB Garage, HAS is asking the vendor to propose a different vehicle detection system.

8. *Specification Statement: 1.14 8.; All consumable office supplies shall be the responsibility of the Contractor.*

   Question: What specifically is required for office supplies outside of parking related consumables? How long does the contractor need to supply these office supplies?

   Response: HAS is asking for a one (1) year supply of tickets and receipt paper, to be shipped on a monthly basis or as needed basis.

9. ***Specification Statement: 2.01.G.5.n.3);*** *Should reference marketing messages and integration or tie-in with other airport marketing programs.*

   Question: Can you provide more detail outlining the API data content and marketing messages for the integration of PARCS software?

   Response: If an API is not available, any pages constructed must meet and include current marketing and HAS web design guidelines. Additionally, any customer specific data should be available to HAS via API or direct export for marketing efforts and communications.

10. ***Specification Statement: 2.04.D;*** *The Contractor shall utilize equipment that supports TCP/IP and remote monitoring of distributed units. SNMP shall be utilized for all equipment with Ethernet connections, i.e., Servers, networking equipment, lane control interface processors, etc., as well as all UPS units. The Contractor shall provide network monitoring for all PARCS field equipment and server hardware.*

    Question: In multiple locations in the RFP specification, the use of SNMP is called out. Will HAS provide this or is there a preferred application the PARCS contractor should provide? What is HAS's preferred network monitoring solution?

    Response: The contractor should provide SNMP. The Preferred application is Solarwinds Network Performance Monitor.

11. ***Specification Statement: 2.04.D;*** *The Contractor shall utilize equipment that supports TCP/IP and remote monitoring of distributed units. SNMP shall be utilized for all equipment with Ethernet connections, i.e., Servers, networking equipment, lane control interface processors, etc., as well as all UPS units. The Contractor shall provide network monitoring for all PARCS field equipment and server hardware.*

    Question: In the statements describing the use of SNMP, it also describes the deployment of lane-based UPS units. Are lane UPSs to power operation required as stated?

    Response: No, lane UPS listed are not listed in the pricing sheet; SNMP not needed.

12. ***Specification Statement: 2.04.Q.3.a.3.b).3;*** *Link to an interactive car park for the airport.*

    Question: Please elaborate on the specifics of the scope to "link to an interactive car park for the airport".

    Response: This should be a direct link and considered to be real-time data.

13. **Question:**   Please confirm the count for the TagMaster NA long range RFID readers for the project, by type if possible. In attachment A it notes there are 2 different TagMaster NA RFID readers in play that will be used for employee/contract lanes and for bus/recirculation lanes which we have noted on the attached document as well.

    Response: Please refer to the table of LR-3 Readers below. The number of AB XT-3 Readers are for employee/contractors and can be pulled from the Vendor Pricing Sheet.

Description	Number
ecopark	7
ecopark2	3
IAH shuttle recirculation lanes	2
CNG station	2
Total	**14**

14. Question: Please define RFID and AVI readers as both instances are used in the RFP. RFID readers matches the TagMaster NA lane descriptions and locations, and notes AVI as the EZTagAVI readers in other locations. Could you please confirm all instances of RFID specifically refers to TagMaster NA RFID readers – either the XT or LR series?

Response: The RFID readers are to be used for employee and contractor parking only lanes, AVI will be used for a combination of public and employee. Please refer to the response provided to Question No. 13 above.

15. Question: See the attached excel document (*Attachment E - Cross Reference: Equipment and Quantities*)***** which cross references the equipment and quantities noted in Attachment B cost proposal and the Drawings for the airport with our questions as many of the instances where RFID Readers are mentioned in Attachment B, they either do not exist in any of the drawings or are noted for other pages of drawings or locations. We also found a couple of duplicate lane ID #'s for different areas. If you could kindly clarify from our column 'To be revised (based on cross reference with Attachment B)' it would be very appreciated.

Response: We are aware that there are a couple of duplicate numbers, please look at the functionality (Public or Employee) of each lane.

16. Question: Reader mounting location in the drawings for 'RFID reader on pole' or 'RFID reader' are noted in the incorrect location for a long-range reader and need to be mounted on a pole closer to the gate not at the driver side window location as shown. In the Attachment B it notes 'RFID reader on Pedestal" and in the drawings notes "RFID reader on pole" if you could please confirm or let us know any questions you have we will be glad to provide more detailed recommendations as needed.

Response: Post and RFID readers may be relocated.

17. Question: Can a three-week extension be granted to the bid due date in order for the civil and electric contractors to fully assess the scope of modifications and requirements and prepare a comprehensive and inclusive quotation of service?

Response: Yes, the RFP due date has been extended to Thursday, September 24, 2020.

18. **Question:**   Can HAS provide for a site visit in order to evaluate areas not accessible during the walk through including IDF closets and cabling pathways?

    Response: Based on the previous site visit, HAS believes this is not needed to be responsive to the Request For Proposal. The distance from IDF to the lane is shown on the construction drawings along with new cabling pathways. There is public access to the garages and lots.

19. **Question:**   Section 1.04.V.2 (Page 13 of 109) and Section 1.04.V.35 (Page 15 of 109). What are the make and models of all Dynamic signs currently utilized and when possible able to be re-used?

    Response: The Dynamic signs are Daktronics Galaxy GS6 Series and yes dynamic signs are to be re-used.

20. **Question:**   Section 1.04.B.36 (page 13 of 109) – Is the PARCS vendor only responsible for providing the PARCS equipment for the test bed or will they be required to do the entire buildout a test bed area?

    Response: Contractor will be required to install and setup a test bed in a room provided by HAS.

21. **Question:**   Section 1.04.V.24 (Page 14 of 109) and Section 2.04.R.1 (page 79 of 109). What are the current PGS vendors for each of the airports? What PGS functionality is expected to be supported as part of this RFP and phasing?

    Response: IAH has Indect and HOU has McCain/Swarco.

    1. Dynamic pricing for spaces equipped with LPR.
    2. Facility count integration from PGS to PARCS.

22. **Question:**   Section 1.04.V.33 (Page 15 of 109). Please clarify if this item is referencing Apple Pay/Google Wallet/Android Pay.

    Response: Yes, electronic payment technologies on mobile devices.

23. **Question:**   Section 1.07.B (page 20 of 109) – Will HAS provide the PARCS vendor a laydown area at each site to move PARCS equipment from the storage area to the site before installation of the equipment?

    Response: Yes, HAS can provide an area at the installation site but will not be responsible for the security of the equipment.

24. **Question:**   Section 1.08.E.1.a (page 22 of 109) – Will the existing Daktronics signs that are being reused remain on the existing PARCS network or are they to be moved to the new PARCS network?

    Response: Daktronic signs are not on the existing network and do not need to be moved.

25. **Question:** Section 1.08.E.1.c (2) (page 22 of 109) – This section states "The existing HAS fiber backbone at IAH is sufficient to support the segregated PARCS LAN". Additionally, it is stated "The existing backbone consists of both single mode and multimode fiber optic cabling, so the exact switch uplink module will need to be closely coordinated with the existing backbone". It then goes on to state "All connections that are currently using multimode shall instead use single mode fiber. If single mode fiber is non-existent, then single mode fiber shall be installed as part of this project". Is the PARCS vendor required to install a single mode fiber backbone at IAH?

    Response: Yes, the contractor will be required to install new fiber. The locations where fiber is required are documented on the contract technology plans. HAS provides existing system Single-mode and Multi-mode Fiber links. All connections for this project are required to be Single-mode. Any segment that is currently MM will need to be upgraded to SM.

26. **Question:** Section 2.01.D.5 (page 43 of 109) – Will HAS provide the data dictionary and all required passwords for the existing PARCS database historical data?

    Response: Yes, HAS will provide the existing passwords and data dictionary.

27. **Question:** Section 2.01.D.5 (Page 43 of 109). What is the intention for migrating and integrating 5 years of Amano's historical data into the successful proposers' system?

    Response: Analytical and predictive analysis.

28. **Question:** Section 2.01.H.15.i 5) (c) and (d) (page 56 of 109). Please clarify what is meant by 'ticket back details' and 'cancelled' as it relates to 'Lost and unreadable details'?

    Response: Research the transaction and reprint a receipt for email to the patron.

29. **Question:** Section 2.01.H.15.i 11) (a) (page 56 of 109). Please clarify the intent of 'patron account information' in regards to 'coupons and park free programs?

    Response: For account verification and marketing purposes.

30. **Question:** Section 2.02.A (page 57 of 109) – If existing power infrastructure that cannot be seen during a site walk-through is found to be deteriorated or not to meet code, will HAS repair?

    Response: No, the contractor shall submit a change order for HAS approval and then make the repair.

31. **Question:** Section 2.03.E & F (page 58 of 109) – Is the PARCS contractor to maintain the PARCS network equipment or will maintenance be done by HAS IT?

    Response: HAS will maintain the fiber infrastructure to the IDF rooms. The expectation is for the contractor to warranty any networking equipment installed by the contractor.

32. **Question:** Section 2.03.E & F (page 58 of 109) – Is the PARCS vendor required to obtain an ROC for the PARCS system?

    Response: HAS expects that the system that is installed by the contractor will meet PCI compliance. The ROC will be provided by the Parking Operator.

33. **Question:** Section 2.03.F (page 58 of 109) – Please confirm that Cisco is the only approved network equipment and there are no allowable substitutions per HOU_HWC_PARCS_2020_013 and IAH_HWC_PARCS_2020_013 Project Communications Manuals.

    Response: Confirmed. Cisco is the only approved manufacturer for network switches. Refer to HAS IT Specification 272100. For more information, please visit https://www.fly2houston.com/biz/resources/building-standards-and-permits/

34. **Question:** Section 2.04.A.3 (page 59 of 109) – If a PARCS station is operating in a stand-alone condition is credit card functionality to be maintained for payment?

    Response: Store and Forward of credit card transactions is required when operating in an off-line condition.

35. **Question:** Section 2.04.A.10.a 1) (page 61 of 109) – Are redundant power supplies required for the network switches?

    Response: For CIP builds, design to the following at a minimum: HAS IT Specification 272100. For more information please visit https://www.fly2houston.com/biz/resources/building-standards-and-permits/

36. **Question:** Section 2.04.A.10.a 4) (page 61 of 109) – Are there existing network switches that are to be reused or does the PARCS system require all new Cisco switches?

    Response: No existing network switches are to be used, the specification requires the contractor to provide all new switches. Refer to HAS IT Specification 272100 for more information please visit https://www.fly2houston.com/biz/resources/building-standards-and-permits/

37. **Question:** Section 2.04.D (page 61 of 109) – Does HAS have a preferred network monitoring software?

    Response: Please refer to the response provided to Question No. 10 above.

38. **Question:** Section 2.04.G.6 (page 62 of 109) – Please clarify if HAS wants the PARCS vendor to provide independent handheld credit card processing terminals expand upon how they are to be used and where they are to report.

    Response: The contractor is to provide handheld units that are outside the PARCS network to process credit card transactions should there be a critical system outage. The transactions shall download into PARCS when the handheld device is placed on the base station. Please reference revised pricing sheet 8/25/20 (attached) for quantity.

39. **Question:**   Section 2.04.I.1.a (page 64 of 109) Entry stations are not subject to ADA requirements and standards. Please remove from the requirement for entry stations.

   Response: The intercom must include a hearing aid device alerting someone who is hard of hearing, through written instruction posted on the lane device, to tune your hearing aid to frequency. If a vehicle has been sitting on loop for up to 20 – 30 seconds, then an alert must be issued so someone in the command center, or a supervisor can assist them or open the gate letting them into/out of the facility. The patron can register their plate as a disabled patron and LPN can be used as a credential.

40. **Question:**   Section 2.04.J.1.a (page 65 of 109) Exit stations are not subject to ADA requirements and standards. Please remove from the requirement for exit stations.

   Response: Please refer to the response provided to Question No. 39 above.

41. **Question:**   Section.2.04.J.1.c (page 65 of 109) Are receipts required to be generated from the ticket reader/validator or can they be printed from a specific receipt printer?

   Response: The specification requires the ticket and receipt to be from the same single slot. This is an RFP and the proposer can propose alternatives to the specification.

42. **Question:**   Section 2.04.K.1.a (page 67 of 109) Pay in Lane stations are not subject to ADA requirements and standards. Please remove from the requirement for Pay in Lane stations.

   Response: Please refer to the response provided to Question No. 39 above.

43. **Question:**   Section 2.04.N.9 (page 72 of 109). Please clarify if the intent of 'This will allow the use of the patron's LPN on future transactions' is to allow the patron during that stay to exit the garage with the plate that was captured at entry and the credential utilized?

   Response: The specification requires the PARCS to automatically add a LPN to another credential used for access.

44. **Question:**   Section 2.04.S (page 77 of 109) – Will there be a separate Command Center at Houston Hobby and George Bush or will there be one Command Center for both airports?

   Response: Single command center to communicate with both airports.

45. **Question:**   Section 2.04.S (page 77 of 109) – Is the PARCS vendor required to only provide the PARCS equipment in the new Command Center or will the PARCS vendor be required to do the complete buildout of the new Command Center?

   Response: Vendor is required to provide and install the equipment for the command center in a room supplied by HAS.

46. **Question:**   RFP_PARCS__Pre_Booking_Reservation_System_-_HWC_PARCS_2020_013:   Section 3.7.5 (Page 9 of 51). Will the FAT be required to include EZTag/AVI integration?

   Response: Yes, Factory Acceptance Testing (FAT) is required for all functionality.

47. **Question:** Project_Manual_Communications_HOU and IAH_-_HWC_PARCS_2020_013: Both the HOU-HWC-PARCS-2020-013 and IAH-HWC-PARCS-2020-013 Project Manual Communications list the core switch as a Cisco Catalyst 6509. The Cisco Catalyst 6509 had an End of Life announcement on 10/31/2019 and an End of Sale date of 10/30/2020. Which replacement core switch is the PARCS vendor to supply, the Catalyst 9600 or the Catalyst 6800?

    Response: The vendor shall supply the Catalyst 9600. This is a recent change.

48. **Question: Drawings:** The details of the CX drawings show each lane having a Technology Cabinet and the 1T drawings show multiple lanes going to a Technology Cabinet. Is a Technology Cabinet per lane required as shown on the CX drawings or will multiple lanes go to a Technology Cabinet per the 1T drawings?

    Response: The technology plans will use both single lane technology cabinets and dual lane technology cabinets.

49. **Question: Drawings:** Drawing numbers CD1-102 detail #1, and CD1-104 detail #1 state that the canopies are to be removed. Is it the PARCS vendor's responsibility to remove the existing canopies?

    Response: Yes, the vendor is required to remove the canopies as shown on the demolition plan.

50. **Question: Drawings:** Drawing numbers CD1-103 detail #1 states that the canopies, landscaping and curbs are to be removed. Is it the PARCS vendor's responsibility to remove the existing canopies, landscaping and curbs?

    Response: Yes, as per the demolition plan and CD1-103.

51. **Question:** If there is a conflict between the technical specification and the drawings which document takes precedence?

    Response: A combination of the Specification and vendor pricing sheet will take precedence.

52. **Question:** Will the PARCS need to supply a project trailer for each site?

    Response: The vendor will need to determine what infrastructure is needed for them to perform the work required in the Specification and drawings.

53. **Question:** Will the PARCS vendor need to supply Toilet Facilities?

    Response: No, toilet facilities are provided at airport terminals.

54. **Question:** Is the PARCS vendor responsible for the traffic control based upon the drawings issued with the RFP?

    Response: Yes, however the traffic control plan may be modified based on any changes to the phasing plan, which requires HAS approval.

55. Question: Is there currently a network connection between HOU and IAH? If so please provide the details and its availability for use by the new PARCS system.

Response: HAS WAN.

56. Question: Is a passing ROC conducted by an external party qualified as an "equivalent report" to the No. 18 SOC2 Report?

Response: No, it's not equivalent, a ROC and Attestation of Compliance (AOC) is required.

57. Question: Are there specs for the replacement canopies?

Response: No, there are no specs for the replacement canopies, the PARCS vendor shall provide alternatives for HAS selection.

58. Question: Are iPatch / imVision rack managers currently installed in all existing racks being utilized at IAU and HOU? Please indicate any existing racks that require the installation of rack managers.

Response: iPatch and imVision racks are currently installed for HAS terminations. The Parking system will be considered a vendor in this project. iPatch / imVision are not required for vendors.

59. Question: The specifications only list plenum Category 6 cable, is outdoor Category 6 cable required for parking garages?

Response: All category rated cables will be Cat 6. Use indoor or outdoor cables as required by local building codes based on the installed location. The majority of this contract requires the use of outdoor rated cables. Cabling that is in an underground pathway will be required to use Cat 6 OSP. Cabling in conduit above ground shall be Plenum. If Pathway is below and above ground then OSP shall be used and shall not exceed 50' rule.

60. Question: 1T5-305: Provide the origin and destination for Item #s 1 & 2 on the "Fiber Optic Cables To Be Installed" chart.

Response: Schedule will be updated and issued with final construction plans to clarify the origin and destination.

61. Question: 2T1-303: Provide the "Fiber Optic Cables To Be Installed" chart for this drawing.

Response: Please refer to the response provided in Question No. 60.

62. Question: There are locations calling for us to use existing conduits and removing the existing cabling however, we cannot remove any existing system cabling until the new system is up and running. Given that, we will need to run new conduit correct?

Response: The current concept is to run new conduit and cabling at the first phase of the project. This allows HAS to remove existing equipment without degradation of operations. This item will be phased. The new equipment will be up and running and tested on the old power cabling.

63. Question: Please provide integration requirements for AWS Redshift.

Response: Please refer to the response provided to Question No. 1 above.

64. Question: Please clarify the uses of the term RFID. Is this specifically referring to an AVI type reader or a Proximity Card Reader?

Response: Please refer to the response provided to Question No. 14 above.

65. Question: Please clarify the Theory of Operation for Valet?

Response: HAS is looking for an integrated solution rather than two separate systems.

66. Question: The Pricing Matrix does not list any equipment for lane 223, please clarify.

Response: This equipment is listed on row 135 of the pricing sheet.

67. Question: Is lane 433 supposed to be a free exit?

Response: Yes, Lane 433 is a free exit.

68. Question: Do the UA Executive's only use a keypad for entry and exit?

Response: The UA Executive lot is to utilize RFID technology. Please reference revised pricing sheet 8/25/20 (attached).

69. Question: In Lane 510, does this lane have an exit station or just the cashier terminal?

Response: Lane 510 has an exit station.

70. Question: Entry 522 has Sure Park RFID reader, while exit lane 523 does not, please clarify.

Response: Lane 523 is a free exit.

71. Question: In the JFK Ecopark Entry, drawings show 6 lanes while quantities show for 5. Please clarify.

Response: JFK ecopark has six (6) lanes of entry, one (1) of which is a dedicated bus lane.

72. Question: In the JFK Ecopark, Lanes 611 and 628 are listed twice? Please clarify.

Response: Please look at the functionality of each lane and not the lane number.

73. Question: In the JFK Ecopark, where is Lane 637 located, as mentioned in Price Matrix? And will the cashier lane have an Exit Device?

Response: Lane 637 is a JFK ecopark covered parking entry lane. Yes, each cashier lane has an express exit station.

74. Question: For Lanes 630 through 633, are these free exits from Covered Parking?

Response: Yes, covered parking exits are free exits.

75. Question: For Lanes 630 through 633, price matrix shows 3 gates & corresponding loops only. Please clarify.

Response: There should be 4 gates. Please reference the revised pricing sheet (attached):Attachment B - Cost Proposal Form (revised 8.25.20).

76. Question: For the JFK Eco Bus & Covered Bus lanes, Lane number, drawing number and quantities for these lanes are incoherent in Price Matrix, pages 6 & 7. Please clarify.

Response: Develop your pricing based on the pricing sheet, HAS will clarify with the selected proposer.

77. Question: For Hobby Airport Lanes 2001 to 2010, quantities in price matrix shows 2 entry lanes & 1 exit lane. Shows 2125 & 2126 as exits. Please clarify.

Response: Lanes 2001 to 2010 is the main exit plaza and the price sheet shows 6 exit stations, 3 pay in lanes and 1 cashier terminal. Lanes 2125 and 2127 are the HOU Valet entry lanes, lane 2126 is the exit. Please reference revised pricing sheet 8/25/20 (attached).

78. Question: Please identify use or application for AWS Redshift.

Response: Please refer to the response provided to Question No.1 above.

79. Question: Are there any current use for Business Intelligence tools? If so, what are they and which tools?

Response: There is not currently a dedicated PARCS tool. We are looking to implement the capability for Business Intelligence and analytical assessment and forecasting based on yield management.

80. Question: Please identify which Loyalty Program is currently in use and whether an equivalent replacement is acceptable.

Response: HAS is currently utilizing Amano and CVPS modules. Yes, an equivalent replacement is acceptable.

81. Question: Is the intent to replace loops at Hobby Airport with like surface mounted loops?

Response: Yes, loops are to be replaced; no surface mounted loops allowed.

82. Question: Is the intent to re-use wireless communications to the P6 Entry and Exit Lanes or extend fiber optic cable?

Response: Yes, we anticipate using the wireless communications at PL6.

83. **Question:** For companies responding to the Pre-Booking/Reservation System only section of the solicitation where there is a 0% MWBE goal, do suppliers still have to be MWBE certified by the city to be considered?

    Response: No. As there is no goal on the Pre-Booking/Reservation System section of the solicitation companies/suppliers do not need to be certified.

84. **Question:** Can you supply exact specifications for bonding and insurance? There are generic and vague description in sample contract agreement.

    Response: The City's insurance requirements are detailed in section 3.19 of the PARCS Sample Agreement. Additionally, insurance and bond requirements for construction are addressed in Article 11 of the General Conditions. These are the City's standard terms and are not subject to negotiation. Bond amounts are determined by Texas state law and the contract amount, which has yet to be determined. Please refer to the Government Code for further information.

85. **Question:** Can you provide exact speed and availability for the fiber connection to Hobby Airport from IAH? For example, if a 10gig and there are 10 strands available?

    Response: HAS WAN.

86. **Question:** Who will be the merchant of record for payment? Will it be HAS or operator?

    Response: The City of Houston will be the merchant of record.

87. **Question:** Will the pricing sheet be provided as word or excel?

    Response: The pricing sheet will be provided as Excel, there are two (2) tabs one (1) for PARCS and one (1) for Pre-Booking.

88. **Question:** As stated in price sheet, we will only provide 3 workstations to review for license plate review need to be Dell. All additional workstation to be provided by the airport?

    Response: The solicitation only asked for 3 workstations to be priced out, , but we are asking the proposer to give us their professional opinion of how many workstations are recommended based on the size of the parking operation.

89. **Question:** As stated in the general IT guideline, do all server need to be dell? Can you please provide exact specifications for server wanted?

    Response: Reference Appendix A – Dell Server Specification. Refer to HAS IT Specification 272200. For more information, please visit https://www.fly2houston.com/biz/resources/building-standards-and-permits/

90. **Question:** As stated in the general IT guideline, do all switches need to be cisco? Can you please provide exact specifications for the switches wanted?

    Response: Yes, all new switches are required to be Cisco. The switch models are called out in the plans and the division 27 specifications. Refer to 272100 Data Communication and Network Equipment. Refer to HAS IT Specification 272100. For more information, please visit https://www.fly2houston.com/biz/resources/building-standards-and-permits/

91. Question: Please confirm that all vendors must quote to drawings and RFP spec?
All cost savings measure to be bid as a separate line item or bundle price.

Response: Yes, the proposer should price to the drawings. This is a Request For Proposal, and if the proposer can provide cost savings this should be shown as a separate line item and highlighted.

92. Question: From our engineering review, is the airport able to define which conduit is/is not reusable from the lane to specified demarcation points?

Response: The airport is not able to confirm which conduit is or is not reusable.

93. Question: Can you please confirm the approved UPS companies for rack and lane devices. There is a conflict between IT and electrical specifications.

Response: Please refer to HAS IT Specification 272100. For more information, please visit https://www.fly2houston.com/biz/resources/building-standards-and-permits/

94. Question: Just confirmation that existing VMS signs are not to be integrated into proposed PARCS system?

Response: Correct, the VMS signs are not to be integrated into PARCS.

95. Question: Is the agreement already existing for the requested toll tag integration? If not, what is the estimated timeline for agreement to be put in place?

Response: There is not an agreement in place for toll tag integration. HAS anticipates having an agreement in place by the time of contracting with the selected proposer. The ICD will be provided with this addendum.

96. Question: Wanted to confirm that the PARCS equipment provider will be physically installing the server equipment in the server room?

Response: Yes, the PARCS equipment provider will be responsible for installing the equipment and will also be responsible for coordinating the install with Dell and HAS.

97. Question: What value will be used as the basis to calculate the PARCS MWBE participation?
   a) Equipment installation (Cost Proposal line item: "Installation, Implementation, and Training"?
   b) PARCS System Subtotal?

Response: The participation is based on work that can be subcontracted. (i.e. equipment installation, construction, demo, etc.)

98. *Specification Statement:* Attachment A, Section 1.04.B, page 13; Existing Daktronics signs model;

Question: Please provide model number for all existing Daktronics signs that will be reused.

Response: Please refer to the response provided to Question No.19 above.

99. *Specification Statement:* **Attachment A, Section 1.08.E.1.c.(2), pages 22 and 23; Backbone Fiber requirements – IAH;** *The existing HAS fiber backbone at IAH is sufficient to support the segregated PARCS LAN. The new PARCS network will utilize from two (2) to four (4) strands of the existing fiber backbone to extend the signal to the Terminal A MDF Room servers. The existing backbone consists of both single mode and multimode fiber optic cabling, so the exact switch uplink module will need to be closely coordinated with the existing backbone. All connections that are currently using multimode fiber shall instead use single mode fiber. If single mode fiber is non-existent, then single mode fiber shall be installed as a part of this project."*

Question: The above paragraph first states that the existing HAS fiber backbone at IAH is sufficient to support the segregated PARCS LAN. It later states that since only single mode fiber will be used, any non-existent single mode fiber shall be installed as part of this project.

Please provide details on any missing HAS fiber backbone single mode fiber runs between Terminal A MDF room and any IDF room(s) that would be required for this project.

Response: All new backbone installations necessary are represented on the contract plans. XTX.3 series, last sheet showing the overall fiber connectivity diagram for the respective garage will be revised to show additional cross connect locations necessary to extend signals to the Terminal A MDF Room where the PARCS server will be located. HAS provides existing system Single-mode and Multi-mode Fiber links. All connections for this project are required to be Single-mode. Any segment that is currently MM will need to be upgraded to SM.

100. *Specification Statement:* Attachment A, Sections 1.07.E.1, page 22 and 2.04.A, page 58; Appendix A.

Question: Appendix A is missing, please provide.

Response: Please reference Appendix A – Dell Server Specification (attached).

101. *Specification Statement:* Attachment B, Cost Proposal; LPR cameras per lane; The cost proposal currently states 3 cameras per entry or exit lane.

Question: What is the purpose and location of each of the 3 cameras allocated to each lane?

Response: The purpose is to maximize the LPR capture rate. The concept is two (2) rear cameras and one (1) front camera, as shown on the drawings and in the Specification section 2.04.N.

102. *Specification Statement: Attachment A, Section 1.08.E.1, pages 22 and 23; Single Mode fiber runs to each entry/exit lane;*
IAH: …. new single mode fiber shall be installed from the IDF rooms to each entry/exit lane as required.
HOU: …. New single mode fiber shall be installed from the MDF room to each entry/exit lane as required.

Question: Please confirm that proposer shall include in their scope new single mode fiber runs to every single lane on both airports as stated above. And any drawing showing CAT6 between lanes and an IDF/MDF room (for example: 2T1-302 – entry lane riser diagram) shall be replaced with single mode fiber.

Response: The current design utilizes both single and dual technology enclosures requiring fiber to each technology enclosure. All new fiber required is shown on the contract documents. Refer to XTX.2 series and XTX.3 series drawings for specific lane requirements.

103. ***Specification Statement:*** 1.04 B 17; Provide business intelligence tools for better managing parking system and forecasting results of potential modifications or additions of programs. *Vendor shall integrate with AWS Red Shift. Need to find out what AWS Red Shift requires.*

Question: Please describe what level of detail; ie summation or transaction specific and what format this data should be provided.

Response: Please refer to the response provided to Question No.1 above.

104. ***Specification Statement:*** *1.04 B 23; Provide a PARCS that is integrated into the SAP system which the airport uses; Would need to understand what data is imported into SAP.*

Question: Please describe what level of detail; ie summation or transaction specific and what format this data should be provided.

Response: Please refer to the response provided to Question No.2 above.

105. ***Specification Statement:*** *1.08 E 1 c 2; The new PARCS network will utilize from two (2) to four (4) strands of the existing fiber backbone to extend the signal to the Terminal A MDF Room servers. The existing backbone consists of both single mode and multimode fiber optic cabling, so the exact switch uplink module will need to be closely coordinated with the existing backbone. All connections that are currently using multimode fiber shall instead use single mode fiber. If single mode fiber is non-existent, then single mode fiber shall be installed as a part of this project. Additionally, new single mode fiber shall be installed from the IDF rooms to each entry/exit lane as required. Going to be hard to price without knowing what's SM what's MM.*

Question: Are as-builts available showing where MM and SM fiber are currently installed?

Response: The contract documents show where new Single-mode fiber is intended to be installed. Refer to XTX.3 series last sheet for the fiber schematic related to the respective garage. As-builts are not available of the HAS Fiber Backbone, refer to the construction drawings.

106. ***Specification Statement:*** *1.14 8; All consumable office supplies shall be the responsibility of the Contractor. We should confirm this only means our consumables and not tickets etc.*

Question: Does this statement imply vendor to supply tickets and receipts throughout the contract?

Response: Please refer to the response provided to Question No.8 above.

When issued, LOC(s) shall automatically become part of the solicitation documents and shall supersede any previous specification(s) and/or provision(s) in conflict with these LOC(s). LOC(s) will be incorporated into the Contract as applicable. It is the responsibility of the proposer(s) to ensure that it has obtained all such LOC(s). By submitting a proposal on this project, proposer(s) shall be deemed to have received all LOC(s) and to have incorporated them into this solicitation.

If further clarification is needed regarding this solicitation, please contact **André Morrow, C.P.M., CPPB, Sr. Procurement Specialist**, via email at andre.morrow@houstontx.gov.

DE

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Houston Airport System

Attachments:

Attachment B - Cost Proposal Form (rev. 08.25.2020)

Attachment E - Cross Reference - Equipment and Quantities

Appendix A - Dell Server Specification

cc: Solicitation File