

PARCS RFP Questions

AR: Authority Response

1. LPR Conduit Responsibilities
 - a. Can the Authority confirm whether the conduit work required for the LPR system is the vendor's responsibility?
 - b. If conduit work is the vendor's responsibility, does the Airport require conduit to be flush-mounted, or is surface-mounted conduit acceptable where feasible?
AR: Conduit work is vendor responsibility. No ground surface mount conduit. Vertical on existing infrastructure ok. New pole installation should be inside-run. Contractor responsible for patching disturbed area.
2. Intercom System Requirements
 - a. Does the Umojo intercom system require API-based integration, or is SIP connectivity sufficient to meet the Airport's requirements?
AR: SIP connectivity is sufficient. Current 3rd party parking support provider uses vendor supplied support tool to issue remote tickets and vend gates if necessary. Function should remain.
3. Monthly Parker Information
 - a. Are current monthly parker quantities available for system planning, sizing, and configuration?
AR: Currently at <250 monthly parkers (including staff badges)
4. Credit Card Processing
 - a. Which credit card processor or merchant services provider is the Airport currently using or planning to use for EMV transactions?
AR: The Authority does not currently have a processor capable of EMV transactions. The Authority is currently evaluating EMV processors and is open to suggestion on EMV processors and gateways.
5. ANPR / LPR Data Retention
 - a. The RFP specifies a minimum of 365 days of LPR data retention. Is the Airport expecting or requiring data retention beyond this minimum?
AR: No
6. Network Backbone Responsibility
 - a. Can the Authority confirm whether the Airport or the selected PARCS vendor is responsible for providing the network backbone infrastructure (fiber/copper runs, structured cabling, and conduit) to each lane device, POF unit, and administrative station?
AR: Existing fiber/network drops at kiosks to be reused.
7. Network Switches & VLAN Hardware
 - a. Will the Airport be providing the network switches and VLAN infrastructure required for the PARCS system, or should vendors include

switches, PoE hardware, and associated network components in their proposals?

AR: Yes Authority to provide primary network infrastructure to kiosks. Additional needs for network to LPR available to be discussed upon contract award, but expect vendor installed cabling from kiosk to LPR.

8. Network Drops at Field Devices

- a. Will the Airport provide active network drops to each lane controller, ticket dispenser, exit terminal, LPR camera, POF station, and administrative workstation, or should vendors assume responsibility for provisioning these drops?

AR: Authority to provide existing drops/connectivity in desired lane, dispenser, exit terminal, POF, and admin locations. Network drop to LPR camera at the responsibility of the vendor.

9. VLAN Configuration & Segmentation

- a. Section 11B references an isolated VLAN. Will the Airport provision and manage this VLAN, or should vendors include VLAN creation and network segmentation configuration as part of the PARCS deployment?

AR: Authority Provisioned.

10. Remote Monitoring Connectivity Requirements

- a. For the requirement that all kiosks must be reachable from Authority systems, can the Airport confirm what type of network access will be provided (e.g., routing, firewall rules, SNMP, monitoring protocols)?
- b. Must any vendor-provided networking hardware meet specific Authority IT security or compatibility standards?

AR: Primarily SNMP/Ping based monitoring in addition to provider supplied tools. Vendor-provided hardware manufacturer should be identified in submittal, but no current limitation on manufacturer.

11. Cellular or Backup Connectivity

- a. If cellular or alternate backup connectivity is recommended, is the Airport expecting the vendor to provide the cellular hardware and ongoing data plans, or will the Authority procure and manage these services?

AR: Authority will provide SIM card for services (Verizon), vendor to provide hardware.

12. Can you please provide a copy of Exhibit A and B in Excel format?

AR: See PARCS Exhibits.xlsx doc on RFP webpage.

13. Is there a form for the Cybersecurity and PCI Responsibility Matrix, or a template to follow?

AR: Cybersecurity matrix included in PARCS Exhibits.xlsx. For PCI, use 4.0.1 PCI DSS standard.

14. We noted that two POF stations are currently installed—one that accepts both cash and credit cards and another that accepts credit cards only. Since the RFP requests pricing for a single replacement POF unit, can you confirm which of the two existing locations it will be installed in? Additionally, who will be responsible

for removing and capping off the electrical service at the location where the POF station is not being replaced?

AR: The kiosk to remain will be the one along the wall close to baggage claim and rental car counters. The Authority intends to remove the one under the airplane and phase out cash during this process. Authority will cap and remove retired location.

15. Can you please clarify the intended use case for the RFID reader specified as a requirement for the POF stations?

AR: Subject to vendor support cases, current RFID use case is to enter a mode to manually issue lost tickets. If LPR based ticket issuance and payment remittal is viable via an app on phone or alternate methods, the Authority is open to evaluating those options.

16. Can we run any conduit exposed if needed?

AR: Only in vertical cases. Nothing in contact with ground horizontally.

17. Can any of the LPR cameras be mounted on the canopy's if needed?

AR: Yes

18. Do you prefer an onsite server for the main parking equipment or a cloud based system with cellular backup for redundancy?

AR: Cloud-based preferred. But consider onsite an alternative in pricing (if available).

19. For the alternative for new barrier gates would you prefer lighted arms?

AR: Lighted preferred.

20. Is there a performance bond and or a bid bond required for this RFP?

AR: REVISED 3/11/26 12:00 PM No bid bond. P&P/Performance bond yes for full amount.

21. Existing Gate Operators: The RFP notes compatibility with existing Magnetic brand gate operators. Could the Authority provide the make, model numbers, approximate age, and current condition of the existing gate equipment?

AR: 5 years old, Magnetic Parking Pro RCB002F at entries/exits. Current state is in good condition.

22. Software Licensing and Hosting Fees: Should vendors present software licensing, as a monthly fee, or annual fee?

AR: Annual with multi-year term.

23. 1. If a ticketless LPR model is proposed, would the airport entertain a secondary credential other than a physical ticket? (RFP Section 4.2)

AR: Yes, provide examples.

24. 2. The RFP specifies RFID readers supporting both Indala 26-bit and MIFARE DESFire EV3. Are these credentials currently deployed by the Airport, and if so:

- a. What is the approximate number of active credentials?
- b. Are they currently used for staff access only or also for monthly parkers? (RFP Section 5.1)

AR: Credentials are currently deployed and maintained by the Authority. Approximate number of credentials deployed that are entered into PARCS software is approximately <250. Function is both for staff and monthly parking access.

25.4. For the intercom requirement (Umojo, SIP, or otherwise), could the Airport Authority clarify:

- a. Whether a specific intercom platform currently exists, or
- b. Whether vendors should include a new intercom solution as part of their proposal? (RFP Section 5.2)

AR: The intercom platform that currently exists is built into the platform and integrates with 3rd party parking support platforms. Umojo/SIP is in use currently and the Authority requests best effort to maintain that support.

26. How many active monthly parker accounts exist today? (RFP Section 7A)

AR: Less than 250.

27. Section 10.1 indicates reuse of existing Magnetic brand gate operators. If gate reuse is implemented, should vendors assume any refurbishment, interface upgrades, or spare parts replacement as part of the base scope?

AR: As is. Current condition is good. If repair or parts are needed, Authority will source.

28. Please provide the transaction history by lot and customer type (monthly, transient, employee etc.) for the past 12 months.

AR: This information is not relevant to providing a complete and accurate response to this proposal.

29. What validations are currently being offered by Authority or its tenants?

AR: Full validation, 2-hour validation, 25% discount, and 7-day validation. Validations also split between lots.

30. Does the Authority currently use a License Plate Inventory (LPI) system for its overnight counts?

AR: Not presently. Evaluating a solution currently.

31. If available, please provide any engineered or as-built drawings for the Premium Lot Entry and Parking Lots Exit Plaza.

AR: The only as-built drawings the Authority could find are dated back to 2009 which do not take into account the restructure of the Premium lot for the addition of solar panels. The overall shape and lot orientation, however, remains

mostly unchanged aside from some parking spot adjustments. As-builts of fiber/electrical pathways are not available. The attachment has been included.

32. RFP Section: 5.1 Entry Lanes (and other sections as well)

- a. RFP Language: RFID readers are required to support both Indala 26bit and MIFARE DESFire EV3
- b. Questions: Please confirm if only the Indala non-proprietary format cards are currently being used on PARCS kiosks. What is the intention of introducing Mifare DESFire cards?

AR: The scope of the RFP requires the support of both Indala and DESFire EV3 cards at all RFID/NFC card locations.

33. RFP Section/Topic: Civil Work Responsibilities

- a. Question: Will QCIA handle the civil work necessary for the upgrades and LPR installation, or will the vendor be responsible for all necessary civil work?

AR: Yes, Authority will handle civil work. Any installation of work involved with pole installation and LPR camera shall be handled by the contractor.

34. Will you be providing an editable/field capable response document to insert answers and other required data related to the RFP (specifically, Section #14 and Exhibits A & B) or are we develop our own?

AR: Yes, See PARCS Exhibits.xlsx attachment.

35. What equipment does the Quad Cities International Airport currently have in place?

AR: Full parking system in place with barrier operators and kiosk locations. Direct wired network connectivity is in place to central switches at each kiosk location via either CAT 6 or multi-mode fiber.

36. Page 5 Section 5.1 – Clarify what is meant by illuminator for LPR camera.

AR: Infrared illumination for plate identification at night.

37. Page 5 Section 5.1 – Clarify what is meant by gate operator.

AR: Actuating gate arm such as the existing Magnetic brand.

38. Page 6 Section 5.2 – Is Quad Cities International Airport asking for proximity card access to be able to open the exit stations?

AR: Yes.

39. Page 7 Section 6A.1 – Is it the intention of Quad Cities International Airport to use a standard Windows workstation for a fee computer?

AR: Yes, preferred

40. Page 9 Section 7A.3 – Is Quad Cities International Airport's intention to manage RFID / NFC credentials through the PARCS software

AR: Yes, but as far as the PARCS software scope is concerned. Will not handle airport badging.

41. Page 7 Section 6A.1 – How does the Quad Cities International Airport currently handle validation?

AR: Through pre-printed validation or via current provided website entry.

42. Page 7 Section 6A.1 – How does the Quad Cities International Airport plan to handle validations with the new system?

AR: Subject to vendor suggestion. At a minimum web-based entry and printed validation.

43. Page 7 Section 6 – Clarify what the use case is for the RFID reader on the Pay-on-Foot station.

AR: Current use is to enter an “administrative” mode to issue lost tickets and handle payment manually.

44. Page 7 Section 6 – Where in the terminal does the Quad Cities International Airport plan to locate the Pay-on-Foot station?

AR: At the current location by Baggage Claim/Rental Car Counters.

45. Page 7 Section 6 – Is the Quad Cities International Airport open to using a payment kiosk rather than a Pay-on-Foot station? If so, are they open to putting multiple kiosks in place in strategic locations within the terminal?

AR: Open to discussion with vendor based on price, automation, and location.

46. Will Quad Cities International Airport provide any required civil work for the implementation of LPR?

47. AR: Yes, Authority will handle civil work. Any installation of work involved with pole installation and LPR camera shall be handled by the contractor.

48. Are the lane and Pay-on-Foot network switches required to be industrial grade, hardened switches?

AR: Outdoor locations should be rated for their environment (-30F – 115F), indoor non-hardened ok.

49. Is there a specific manufacturer required for network switches?

AR: Not for unmanaged, discussion after contract award for managed switches.

50. We believe it would be beneficial to have the opportunity to do a pre-proposal site visit to gain a better understanding of the requirements for any necessary civil work and cable pulls. Would Quad Cities International Airport consider offering a pre-proposal site walkthrough or visit for vendors to better understand the project site and existing conditions?

AR: Yes. Open areas can be visited at proposer discretion, please notify authority within 24 hours via RFPs+PARCS@qcairport.com

51. Is the airport willing to allow for downtime/gates up during installation or should operations continue during installation?

AR: Operations should continue. One lane at a time transition.