

THE PORT AUTHORITY OF NY & NJ

**PROCUREMENT DEPARTMENT
4 WORLD TRADE CENTER (4 WTC)
150 GREENWICH STREET, 21ST FLOOR
NEW YORK, NY 10007**

4/13/2018

ADDENDUM # 2

To prospective Proposer(s) on RFP # 52557 for Request for Proposals (“RFP”) for Designated Aviation Channeling (“DAC”) services for John F. Kennedy International Airport, Newark Liberty International Airport, LaGuardia Airport and Stewart International Airport on a requirements basis

Due back on 4/20/2018, no later than 02:00PM

I. CHANGES/MODIFICATIONS

The following changes/modifications are hereby made to the solicitation documents:

- 1) Reference is made to page 37, Attachment E, “Scope of Work,” Section F entitled “INTERFACE”. The following shall be inserted immediately following the last sentence of subsection (d):

“As of the end of April 2018, the Crossmatch Live Scan devices will be “200, LSE RUNTIME LICENSE, NO SPOOF DETECTION LICENSE, SILICONE PAD”.

As of the end of April 2018:

- i. JFK will have one (1) test unit operating on the Credentialing system (Intellisoft) and four (4) Crossmatch Live Scan hardware and software.
- ii. LGA will have three (3) Crossmatch Live Scan hardware and software.
- iii. EWR will have four (4) Crossmatch Live Scan hardware and software.
- iv. SWF will have two (2) Crossmatch Live Scan hardware and software.

The Crossmatch fingerprint capture software is Live Scan Management System (“LSMS”) 850026, and the hardware is Guardian 200, Guardian 300 Device Only Domestic 930173.

The current badging system provider is LENEL 7.0 SP1. In the future, the badging system will be Intellisoft.”

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- 2) Reference is made to page 37, Attachment E, “Scope of Work,” Section F, entitled “INTERFACE”. The following shall be inserted immediately following the last sentence of subsection (a):

“This IDM-CIS (Intellisoft) system is scheduled to go live around December 2018. Presently all Crossmatch units are client stand alone. In the future, the IDM-CIS (Intellisoft) system will be web-based and the interface with IDM-CIS (Intellisoft) will be a web-based interface application. Proposer’s interface application shall work with both interface types.”

- 3) Reference is made to page 34, Attachment E, “Scope of Work,” Section B, entitled “BASIC SERVICE REQUIREMENTS AND SERVICE LEVELS”. The following shall be inserted immediately following the last sentence of subsection (j):

“The forecasting tool shall allow the Airport to view upcoming STA renewals and upcoming CHRC resubmissions/RapBack expirations in either a work queue or via a generated report (i.e. Excel file). The period of time to forecast will be determined by the Port Authority, and can be for a single date or date range not exceeding thirty (30) days. If such a tool cannot be provided by the Contractor, supplying the requested information via available reporting may be adequate, if determined so by the Port Authority.”

- 4) Reference is made to page 36, Attachment E, “Scope of Work,” Section E entitled “REPORTING”. The following shall be inserted immediately following the last sentence of subsection (f):

“The PII information shall be the same as that sent to the DAC for the STA and CHRC, and shall include, but not be limited to, at a minimum, last name, first name, date of birth, airport person-ID, and social security number. The PII information may also require CHRC Case # and/or Rap Back Subscription ID, if applicable.”

- 5) On page 16, delete paragraph (1) under Section 7, entitled “PROPOSAL SUBMISSION REQUIREMENTS”, subsection G, entitled “Adherence to Security and Technical Attachments,” in its entirety and replace with the following:

“(1) a. If the Proposer processes, stores or transmits the data from the Port Authority on the Proposer’s premise, Proposer shall review Attachment L, “Governance Risk and Compliance (GRC) IT Non-Cloud Security Controls” and complete the CSPG Security Control Matrix included in Attachment L.

- b. If the Proposer processes, stores or transmits the data from the Port Authority in the cloud, Proposer shall review Attachment H, “Cyber Security Program Group (CSPG) Cloud Security Standards, Matrix & Questionnaire” and complete the Cloud Security Alliance Consensus Assessments Initiative Questionnaire (“CAIQ”) included in Attachment H.

- c. If the Proposer processes, stores or transmits the data from the Port Authority in the cloud and on the Proposer’s premise (hybrid), Proposer shall review both Attachment H, “Cyber Security Program Group (CSPG) Cloud Security Standards, Matrix & Questionnaire” and complete the Cloud Security Alliance Consensus Assessments Initiative Questionnaire (CAIQ) included in Attachment H, and Attachment L, “Governance Risk and Compliance (GRC) IT Non-Cloud Security Controls” and complete the CSPG Security Control Matrix included in Attachment L, respectively.”
- 6) The following shall be included in Page 3 and Page 25 of the RFP, below Attachment K – MBE/WBE Participation Plans and Affirmation Statement:

“ATTACHMENT L - GOVERNANCE RISK AND COMPLIANCE (GRC) IT NON-CLOUD SECURITY CONTROLS”

Link to Attachment L: [Attachment L for RFP 52557](#)

II. PROPOSER'S QUESTIONS AND ANSWERS

The following information is available in response to questions submitted by prospective Proposers. The responses should not be deemed to answer all questions, which have been submitted by Proposers to the Port Authority. It addresses only those questions, which the Port Authority has deemed to require additional information and/or clarification. The fact that information has not been supplied with respect to any questions asked by Proposers does not mean or imply, nor should it be deemed to mean or imply, any meaning, construction, or implication with respect to the terms.

The Port Authority makes no representations, warranties or guarantees that the information contained herein is accurate, complete or timely or that such information accurately represents the conditions that would be encountered during the performance of the Contract. The furnishing of such information by the Port Authority shall not create or be deemed to create any obligation or liability upon it for any reason whatsoever and each Proposer, by submitting its Proposal, expressly agrees that it has not relied upon the foregoing information, and that it shall not hold the Port Authority liable or responsible therefor in any manner whatsoever. Accordingly, nothing contained herein and no representation, statement or promise, of the Port Authority, its Commissioners, officers, agents, representatives, or employees, oral or in writing, shall impair or limit the effect of the warranties of the Proposer required by this Proposal or Contract and the Proposer agrees that it shall not hold the Port Authority liable or responsible therefor in any manner whatsoever.

The Questions and Answers numbering sequence will be continued sequentially in any forthcoming Addenda that may be issued.

<i>Question # 2</i>	Can the Port Authority provide the make/model number of the Crossmatch Live Scan devices in use at JFK, EWR, LGA, and SWF?
<i>Answer # 2</i>	See Changes/Modifications #1 above.
<i>Question # 3</i>	Can the Port Authority provide the number of Crossmatch Live Scan devices in use at each airport: JFK, EWR, LGA, and SWF?
<i>Answer # 3</i>	See Changes/Modifications #1 above.
<i>Question # 4</i>	Can the Port Authority provide the Crossmatch fingerprint capture software or software development kit (“SDK”) name/version number, and indicate whether the Port Authority holds full or runtime licenses currently in use at JFK, EWR, LGA, and SWF?
<i>Answer # 4</i>	See Changes/Modifications #1 above.
<i>Question # 5</i>	Will the Port Authority require inked cards to be digitized by the selected DAC provider?
<i>Answer # 5</i>	No.
<i>Question # 6</i>	What is the badging system provider/product name currently in use at JFK, EWR, LGA, and SWF? Is the badging system the same as the Computerized Access Control System (“CACS”) referenced in the Contract?
<i>Answer # 6</i>	See Changes/Modifications #1 above. The badging system is not CACS. Refer to Attachment E, “Scope of Work,” Section D, entitled “DATA COMPLIANCE,” subsection (d) for more information on CACS.
<i>Question # 7</i>	Will the badging system in use at JFK, EWR, LGA, and SWF support integration via web services?
<i>Answer # 7</i>	No. See Changes/Modifications #2 above.
<i>Question # 8</i>	What is the anticipated timeline for fielding the Intellisoft IDM-CIS solution at JFK, EWR, LGA, and SWF?

<i>Answer # 8</i>	See Changes/Modifications #2 above.
<i>Question # 9</i>	Can the Port Authority provide details about the process of the system interface and how to match all profiles with fingerprint case numbers for 49 Code of Federal Regulations (“CFR”) 1544 air carriers?
<i>Answer # 9</i>	The Contractor shall provide the process details in their Proposal of how it will interface in order to match the FBI case file numbers and extract the ANSI 378 fingerprint and send it back to the Port Authority ID office for identification and ID verification. Refer to Attachment E, “Scope of Work,” Section F, entitled “INTERFACE,” subsection (e) for more information.
<i>Question # 10</i>	Can the Port Authority provide the system interface type, and whether it is a web or client-based interface application?
<i>Answer # 10</i>	See Changes/Modifications #2 above.
<i>Question # 11</i>	Can the Port Authority provide clarification of the requirement in Attachment E, “Scope of Work,” Section B, entitled “BASE SERVICE REQUIREMENTS AND SERVICE LEVEL,” subsection (1)?
<i>Answer # 11</i>	The Port Authority desires the DAC, upon the Port Authority’s request, to have the ability to retrieve all records (excluding fingerprints, which do not have to be retained or retrieved) sent from the Port Authority to the DAC during the term of the Contract. To the extent the DAC is prohibited, pursuant to DHS/TSA requirements or its authority to operate, from retaining such records, please provide the Port Authority with the specific requirement, regulation or copy of the agreement with the specific language highlighted.
<i>Question # 12</i>	Will the selected DAC provider be waived from/not subject to liquidated damages for defined service requirements/levels if the TSA or the Federal Bureau of Investigation (“FBI”) systems experience downtime, thereby prohibiting the submission/acceptance of biographic and biometric data?
<i>Answer # 12</i>	Yes. However, the DAC must substantiate with evidence and documentation that the TSA and/or FBI was not available during those times, otherwise the liquidated damages will be enforceable. Refer to Attachment E, “Scope of Work,” Section H, entitled “LIQUIDATED DAMAGES REGARDING SERVICE LEVELS,”

	Service Requirement/Level (1).
Question # 13	Can the Port Authority provide additional details regarding the forecasting tool mentioned in Attachment E, “Scope of Work,” Section B, entitled “BASE SERVICE REQUIREMENTS AND SERVICE LEVEL,” subsection (j), or is providing the requested information via available reporting adequate to meet this requirement?
Answer # 13	See Changes/Modifications #3 above.
Question # 14	Can the Port Authority provide the specific security and integrity requirements of the Computerized Access Control System (“CACS”) environment?
Answer # 14	Refer to page 18, Section 7, entitled “PROPOSAL SUBMISSION REQUIREMENTS”, subsection G entitled “Adherence to Security and Technical Attachments, item (3).
Question # 15	Can the Port Authority describe which applicant PII information data fields would be required in the reports?
Answer # 15	See Changes/Modifications #4 above.
Question # 16	Does the Port Authority expect an automated and real-time transfer of fingerprint data interface and CACS PII upload functionality to the DAC apart from the automation provided by Intellisoft IDM-CIS?
Answer # 16	Yes. Refer to Attachment E, “Scope of Work,” Section F, entitled “INTERFACE,” subsection (f) for more information.
Question # 17	Is the “PANYNJ CSPG Cloud Security Standards, Matrix, & Questionnaire v1.0” the appropriate questionnaire for all contractors, including non-cloud service?
Answer # 17	No. “PANYNJ CSPG Cloud Security Standards, Matrix, & Questionnaire v1.0” is not the appropriate questionnaire for non-cloud service. See Changes/Modifications #5 and #6 above.
Question # 18	Will submitting a Proposal in whole, or in part, as Sensitive Security Information (SSI), per the Transportation Security Administration (TSA) definition and regulation of the same, be acceptable to the Port Authority?

Answer # 18	No. The Proposer cannot submit the Proposal and/or attachments as SSI since the Proposal will become part of the Contract and will be subject to disclosure under the Port Authority's Freedom of Information Policy.
Question # 19	Will the use of 11 x 17 foldout pages for diagrams as part of the submitted Proposals be acceptable by the Port Authority?
Answer # 19	Yes.

This communication should be initialed by you and annexed to your Proposal upon submission.

In case any Proposer fails to conform to these instructions, its Proposal will nevertheless be construed as though this communication had been so physically annexed and initialed.

THE PORT AUTHORITY OF NY & NJ

STACEY WILLNER,
MANAGER
TECHNOLOGY DIVISION
PROCUREMENT DEPARTMENT

PROPOSER'S FIRM NAME: _____

INITIALED: _____

DATE: _____

QUESTIONS CONCERNING THIS ADDENDUM MAY BE ADDRESSED TO SRIVIDYA DESHPANDE, AT (212) 435-4637 or at sdeshpande@panynj.gov.