JOPLIN
MISSOURI

ADDENDUM No. 1

Issued to all Bid Document Holders of Record.

Date: March 10th, 2026

Project Name: Airport Identity and Training Management Systems

When submitting bid, Bidders must execute and submit a copy of all issued Addendum. Also attached is an acknowledgement of receipt of addendum form

CITY OF JOPLIN

Airport Identity and Training Management Systems

Addendum No. 1

Questions and Answers Received by 3/10/2026

The Following clarifications shall be utilized for preparing bids. Further questions will not be accepted after 3/12/26 at 12:00 P.M. CT.

Other General Questions:

Q: What peripherals are currently in use (e.g. fingerprint reader, badge printer, camera, document scanner)?

A: **Fingerprint Reader:** HID Guardian 200 Tenprint Scanner manufactured by HID Global Corporation.

Badge Printer: HDP5000 color card printer manufactured by HID Global Corporation.

Camera: NexiGo 4K UHD Webcam N950 manufactured by NexiGO. Badge photographs are captured using the standard camera application on a workstation computer via USB connect to the camera.

Document Scanner: Documents are scanned using the standard office multifunction printer/scanner, Toshiba e-STUDIO 3525AC Super G3, connected to desktop computers. Scanned files are saved digitally to desktop files and used as needed for badging related tasks.

Q: How many work stations are currently used to process badge applications?

A: The current badge office environment consists of one primary access control work station and two operator workstations used during the application process. The access control application is hosted on a single standalone workstation that is not connected to the internet. This workstation is connected to the badge camera and badge printer and hosts the access control system. Authorized staff access the system either directly from this workstation or remotely using a VNC viewer session from their desktop.

A separate laptop workstation is used for fingerprint enrollment because the fingerprint scanner is connected to that device. A third workstation located at the administration desk is used for general administrative work and for accessing the system used for Security Threat Assessments (STAs) for application processing. This workstation may also access the access control workstation via VNC when needed.

Q: What System(s) are currently used that require integration? Specifically, confirm whether the airport uses any of the following systems and whether additional integrations are anticipated:

- PACS – Physical Access Control System
- DACs – Designated Aviation Channeling Services
- Livescan – HID's Crossmatch Livescan Management Software (LSMS)
- CBT – Computer Based Training System

A: **Access Control System:** The current access control system in use is *Integra32/AxiomLite*, manufactured by RBH Access Technologies. This system issues and manages badge credentials,

controls door readers and locks, assigns access levels, tracks entry/exit events, and can store badge holder information.

The Airport anticipates implementing an access control system software upgrade in fiscal year 2026. At the time of planning, *Access It! Universal.Net* was identified as the anticipated upgrade platform. The Airport intends to coordinate any future access control system upgrade in a manner that supports integration with the identity management system procured through this RFP.

Designated Aviation Channeling Services: The airport currently uses the AAAE Transportation Security Clearinghouse (TSC) for Security Threat Assessment (STA) processing.

Livescan: Fingerprints are performed using an HID Guardian 200 Tenprint Scanner connected to a dedicated laptop workstation. The Biometrics4ALL application captures the fingerprint data and electronically submits it to AFIS for processing. Submissions are transmitted over the Airport/City network via a secure VPN to the AAAE Transportation Security Clearinghouse (TSC) for CHRC processing.

Computer Based Training System: There currently is not a centralized CBT system. Existing training is primarily paper-based or ad hoc, ARFF and movement area recurrent training is delivered via AirTera SSI courseware, but there is no existing contract. The RFP anticipates that the proposed IDMS will integrate with a new CBT solution that provides interactive courseware, tracks initial and recurrent training, and automatically updates training status within the IDMS. Proposers for module B are expected to provide training content and functionality in accordance with the RFP specifications.

The IDMS procured through this RFP is expected to integrate with relevant airport badging systems, equipment, and processes, including fingerprint scanners, badge printers, access control software, and Security Threat Assessment systems. These integrations may involve existing systems or future replacements, and are anticipated to digitize badge applications, automate workflows, link required training to badge issuance, reduce manual entry, and support a paperless records process. Bidders may leverage current systems where appropriate or recommend replacements to meet the functional requirementss outlined in the original RFP.

Q: What Identity Management System (IDMS) is currently in use?

A: A centralized IDMS is not currently in use. The badge application and enrollment process is primarily paper-based. Badge applications are currently on paper only. Applicant information is manually entered into the TSA Clearinghouse for Security Threat Assessments. Applicant information is manually entered into the access control system for badge issuance and access provisioning upon passing STA and CHRC results as required. A tracking spreadsheet is also maintained using Microsoft Excel. These existing systems are not integrated.

Q: How many active badge holders/identities are maintained?

A: The airport maintains approximately 300-400 active badge holders.

Q: What badge types are currently issued?

A: The airport currently only issues SIDA, AOA, and 'Non-Access' badges. Other badge types, such as Sterile area or GA, are not curently issued. The IDMS procured through this RFP should be flexible to accommodate additional badge types in the future, if necessary, in accordance with operational or regulatory requirements.

Q: How many companies are currently registered in the Airport's badging system, and how many authorized signatories are associated with those companies?

A: Approximately 170 companies are currently stored in the system. Many applicants serve as their own authorized signatory, and the exact number of authorized signatories is not currently known. The Airport anticipates that the IDMS procured through this RFP will provide robust functionality for managing companies and authorized signatories in accordance with TSA requirements.

This addendum forms a part of the contract described above. The original Contract Documents and any prior addenda remain in full force and effect as modified by the following that shall take precedence over any contrary provisions in the prior documents.

Jeremy Hagerman, PE
Assistant Director of Public Works

3/11/26
Date

Each bidder shall acknowledge receipt of this addendum by affixing his signature below by noting this addendum on his bid form, and by attaching this addendum to his bid.

ACKNOWLEDGEMENT

The undersigned acknowledges receipt of this addendum and the Bid submitted in accordance with information, instructions and stipulations set forth herein.

Bidder: _____

Signed By: _____

Date: _____

CITY OF JOPLIN, MISSOURI

BID PROPOSAL RESPONSE FORM

AIRPORT IDENTITY AND TRAINING MANAGEMENT SYSTEMS

BID#JLN 2026-01

COMPANY NAME: _____

ADDRESS: _____

DATE: _____

I. MODULAR BID SELECTION

Please check the box(es) that apply to your submission:

Module A (Identity Management System)

Module B (Training Management System)

II. ITEMIZED COST SCHEDULE

Bidders must provide transparent, itemized pricing for each module submitted. If submitting bids for both Module A (IdMS) and Module B (Training), pricing for each module must be listed separately.

For each module, please provide both a one-time total cost for implementation and an annual cost to maintain ongoing operations.

Module A (IdMS) One-Time Total Bid Price: $_____

Module A (IdMS) Annual Maintenance/Licensing/Subscription Total Bid Price:

$_____

Module B (Training) One-Time Total Bid Price: $_____

Module B (Training) Annual Maintenance/Licensing/Subscription Total Bid Price:

$_____

III. Estimated Completion Time (following receipt of Purchase Order)

Module A (IdMS): _____

Module B (Training): _____

IV. ACKNOWLEDGMENT OF SEPARATE AWARD

By submitting a bid, the Proposer acknowledges that the City may award Module A and Module B separately to different vendors.

MARK BID ENVELOPES: "BID #JLN2026-01 Airport Identity and training Management Systems, Due Tuesday March 17, 2026, at 10:30am"

Mail or Deliver Bids to:
Joplin Public Works Department
ATTN: Airport
602 S MAIN STREET
JOPLIN, MO. 64801