

Request for Proposals #19-1904
Tulsa Transit
Real Time Information Systems - RTIS Amendment# 2
October 5, 2018

This amendment provides additional information to firms responding to RFP #19-1904 Real Time Information Systems (RTIS) issued by Tulsa Transit .

Purpose: This amendment answers questions posed by potential bidders.

- 1) Does the feed from the ETA SPOT system include a trip_id that corresponds to the GTFS schedule data?

RoutelD and StopID are included and corresponds to the GTFS schedule data. ETA's complete API will be available. It will be the responsibility of the contractor to use the API to accomplish its task.

- 2) Section 3.3 of the specification talks about how the MTTA needs access to the contractor's data and data structure. Each Proposer would have their own database software and a data structure designed to suit it. It may be difficult to transfer the data to the database software MTTA uses and a lot of the data would be the route and stop information MTTA already has. It would help if was clear what kind information the MTTA was expecting and how they were going to use it.

MTTA will use the data for reporting and analysis purposes, as well as for other internal functions (e.g., management reporting).

Please note: The data must be retrievable as required and stated in the specification.

- 3) 2.3 RTIS Project Overview

1. On page 5, Table 1 labeled RTIS Configuration: The second column contains an acronym of "PD"— What term/concept does this acronym stand for?

PD, in this instance means that the type of information listed in the Table 1 is pushed out based on system parameters.

- 4) 4.1 General

On page 6, the third paragraph states "Predictions will be displayed on light emitting diode (LED) dynamic message signs (DMSs) which shall be mounted at each BRT station. All DMSs shall be double-sided displays."— Can MTTA provide drawings of each BRT station sign that is to be installed so we can determine method of installation?

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The RTIS vendor is not expected to determine the method of installation. Per subsection 4.2.6 installation is the responsibility of the shelter/marker fabricator. Other subsections in Section 4 provide additional information on the RTIS vendor's responsibilities.

MTTA is providing a set of plans for the shelters and markers as information.

5) 4.1 General

On page 6, the fourth paragraph states “The RTIS system shall have the capability of supporting larger or smaller DMSs including, but not limited to, multiple route arrivals, bus bay assignment messages and other custom messages created by MTTA dispatchers and managers.”— How big / small are the Dynamic Message Signs?

The size of the DMS for this procurement is as specified in subsection 4.2.1.1. The reference to supporting other DMSs is to ensure the RTIS system is capable of supporting other display devices that may be deployed in the future. Future display additions will be supported in future procurements.

6) 4.2.1.1 Hardware

On page 7, Table 2 details are provided for LED-double faced Peoria BRT Stops Outdoor with 3” characters, 30 characters per line, and 4 lines per sign. Also stated is “The LED DMSs shall be capable of displaying information on four lines. The display shall be a maximum of 32” wide and no more than 12” deep. The DMS shall be capable of displaying 30 characters on each line and the character height should be 3” tall. The final DMS dimensions will be approved by MTTA.”— Which requirement should be met the 30 characters per line or the 32” width?

32 inch width is the critical dimension. MTTA will work with the successful vendor on the configuration of the display, character width and other aspects of the display

7) 4.2.1.1 Hardware

Based on ADA requirements, 3” character height is only required for mounting heights over 10’.— What is the mounting height of the signs?

The bottom of the sign will be a minimum of 7 feet for the surface of the bus passenger waiting area.

8) 1.2.4 Data Communication Interface

On page 10, paragraph five, it states that “Interface with central system shall utilize National Transportation Communications Interface Protocols (NTCIP) standards.”— As NTCIP was developed in 1992, it has become common for minor deviations from the standards to be accommodated to ensure the overall success of project

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deployment. Will MTTA accept minor deviations from NTCIP standards should it benefit the project as a whole?

Yes. Proposers should note any deviations from NTCIP standards. MTTA reserves the right to reject deviations from NTCIP standards at their discretion.

9) 4.2.6 Installation

Page 11 states “The final installation locations of the DMS will be determined by MTTA. The installation design of DMS, including the mounting of DMS, location of power conduits for DMS, push-button for audio announcement, and data modem antenna shall be approved by MTTA prior to installation.”

— Can MTTA provide the drawings for the location signs and audio buttons to be installed?

Subsection 4.1.6 states that installation is the responsibility of the shelter/marker fabricator. The location of push buttons and other system elements will be determined by the fabricator. The fabricator is responsible for structural engineering analyses to determine the required mounting approach, including the design of mounting brackets. The RTIS vendor is required to coordinate with the shelter/marker fabricator as necessary to complete the installation by providing information and responding to questions and design reviews.

— Can MTTA provide detailed design plans for the DMS mounting so that we may ascertain the following conditions:

- Can the marker withstand our sign’s weight?
- Can we leverage existing mounting brackets, or will we need to design new ones?
- Verify there will be enough clearance between the sign and shelter roof?

A copy of the shelter/marker design package in the form of Attachment D has been provided for information.

10) Training

How many staff members will require training for this project?

There will be six to ten staff members that will need training.