

Addendum No. 1

01/23/2026

TUL Parking Counting and Occupancy System RFP# FY26-045-03

Tulsa Airports Improvement Trust

This addendum is hereby made a part of the project documents to the same extent as though it were originally included therein. The following changes, modifications, corrections, clarifications, additions, and/or deletions as set forth herein shall apply to the above-referenced proposal package and shall be made apart hereof and be subject to all of the requirements as though originally specified and/or shown. **All bidders shall acknowledge receipt of this Addendum in their proposal submission.**

This Addendum is issued to provide the following information/clarification:

Questions and Responses

Below are all vendors questions received and the official responses:

1. To clarify functional requirement #2, is the "real-time occupancy" the occupancy actually parked in individual spaces or is it the number of cars inside each of the lot/garage, whether parked, searching for spaces, or exiting the lot? Our system has the capability to do individual space real-time occupancy (in addition to in and out counting) that wouldn't require any re-setting mentioned in the RFP and is highly accurate at all times.

Response: "Real-time occupancy" refers to the total number of vehicles within each parking facility, based on vehicle ingress and egress (i.e., vehicles inside the lot or garage at any given time). This includes vehicles parked, circulating, or exiting. Individual space-level occupancy is not required but may be proposed as an optional or value-added capability.

2. Similarly, we noticed that the required signage is for live occupancy for the lot and garage. Is that live occupancy in the spaces or total occupancy in the spaces and otherwise within the lot/garage? If the former, what will you be using the data on counting vehicles in and out of each parking area for? Do you want that displayed on the signage? If you don't, do you want groups to quote costs without the in and out counting for cost comparison?

Response: The required signage is intended to display live facility-level occupancy (total vehicles within the lot or garage). Individual space-level occupancy is not required to be displayed on signage. Vehicle counting data is required to support accurate facility occupancy calculations, reporting, and analytics. Vendors may propose alternative or enhanced approaches, but proposals should include vehicle ingress/egress counting as specified in the RFP.

3. Can you confirm the total spaces in the parking garage that you want occupancy counts for are the 2,358 public spaces (and the 593 rental car spaces are to not be included? And then how many spaces are in the economy lot?

Response: Occupancy tracking is intended to cover public parking areas only. Rental car spaces are not included in the required occupancy counts. Vendors should use their own site assessment and available information to determine space counts for proposal purposes. Final space counts will be confirmed during implementation.

4. To clarify, the number of total hard copies needed is one original and five copies, correct?

Response: Yes. Proposals must include one (1) original hard copy and five (5) hard copies, along with one (1) USB electronic copy, as outlined in the RFP.

5. When will questions be answered? Is it possible to receive responses in advance of scheduling a site visit?

Response: Responses to written questions will be distributed to all interested parties via an official addendum in accordance with the RFP. Vendors may schedule site visits prior to receiving responses, but all official clarifications will be issued through addenda.

6. Regarding the requirement to distinguish between general customer parking traffic and valet vehicle movements, are you referring to valet movements in and out of the garage? Or traffic within the garage? If the latter, is that necessary for the total occupancy count within the garage or for some other purpose? Would we have direct access to the valet company to coordinate on technology solutions to be able to delineate? If we did per space occupancy counting and we knew the valet spaces, the live space occupancy for public users would be unaffected.

Response: The requirement to distinguish between general customer parking and valet operations applies to preventing valet vehicle movements from impacting public occupancy counts, particularly on Level 1 where both uses coexist. This is not intended to track valet operations independently. Vendors should describe how their solution ensures public occupancy counts remain accurate in this mixed-use environment. Direct coordination with the valet operator is not guaranteed and should not be assumed.

7. Does the garage have AC currently? If not, can you confirm we would need to set this up?

Response: Yes, however, power availability must be verified during the site visit, and vendors should include any required power-related components or accommodations within their proposal.

8. How many in and out lanes and entrances are there for each of the garage and surface lot?

Response: Vendors should determine the number of ingress and egress lanes and access points for the garage and surface lot through the site visit and include their assumptions and findings in the proposal.

Parking Garage:

- 1st Level –
 - (2) Entrances & (1) Exit
 - (1) ramp up to level 2.
 - Valet:
 - (2) combo in and out.
- 2nd Level –
 - (1) Entrance
 - (2) Exit
 - (1) ramp down to level 1
 - (2) ramps up to level 3
- 3rd Level –
 - (1) Entrance
 - (2) ramps down to level 2.

Surface Lot:

- (3) Entrances regular
- (1) Entrance Shuttle & Parking Perks Entry
- (1) Exit – Shuttle & Parking Perks exit
- (1) Exit – Towards the Exit Plaza

9. Please clarify whether the Airport is responsible for providing the required power and data connectivity at camera locations to support accurate vehicle counts by zone. During the site walk, it was noted that the existing PARCS equipment utilizes media converters. Our counting system requires Power over Ethernet (PoE). Please confirm responsibility for providing PoE or any necessary infrastructure upgrades to support this requirement.

- Should our scope include the installation of power and communications infrastructure, we kindly request clarification on which electrical and communications rooms the infrastructure will be routed from. During the site walk, this information was not yet available, and the rooms were not opened for inspection. Access to this information will allow us to properly assess pathways and ensure an efficient and compliant installation.

Response: The successful Proposer shall be responsible for providing all equipment, materials, and infrastructure necessary to support the proposed system, including Power over Ethernet (PoE) and any required power and data connectivity, unless otherwise explicitly stated in the RFP. TAIT will provide reasonable access to existing electrical and communications rooms; however, vendors should assume that any upgrades, extensions, or additional infrastructure required to support their solution are included in their scope of work. Final routing and access will be coordinated with TAIT upon award.

10. Please clarify the sign type requirements. Are the signs required to be future-proofed to support the addition of specialty space types (if monitored at a later date), or is the scope limited to displaying a standard four-digit space count only?

Response: At this time, the scope is limited to displaying live occupancy counts as described in the RFP. While future expandability is desirable, vendors are not required to provide specialty space-type functionality as part of this procurement. Vendors may, however, describe optional future capabilities in their proposals.

11. We kindly ask that the airport provide the exact proposed locations for each sign. During the site walk, the specific sign locations had not yet been determined, and having this information will allow us to finalize the design and installation plan accurately.

Response: Final sign locations will be coordinated with the selected vendor during the design and implementation phase. Vendors should base their proposals on the general locations described in the RFP and assume reasonable flexibility in placement to meet operational and visibility requirements.

12. Can TAIT issue an extension of one week to provide you with an accurate bid? We recently received this RFP and are interested in providing you with a bid for the parking system.

Response: At this time, TAIT does not anticipate issuing an extension to the proposal due date. Proposals shall be submitted in accordance with the deadline stated in the RFP.

13. When will the answers to the questions be provided to the parking system vendors? This timeline was not mentioned under the RFP & Project Timeline section within the RFP document.

Response: Responses to all written questions received will be issued via an official addendum and posted on the TAIT website on Friday, January 23, 2026.

14. Does TAIT acknowledge that parking counting systems count the number of vehicle movements and not the number of spaces? This means the accuracy % of the parking system is based on the number of vehicle movements through the counting devices and not based on the number of parking spaces the system is monitoring.

Response: Yes. TAIT understands that parking counting systems measure vehicle ingress and egress and calculate occupancy based on those movements. The required accuracy percentage refers to the system's ability to reliably track and report vehicle movements and resulting occupancy data.

15. Does TAIT acknowledge the parking counting technology requires a daily reset? This prevents the error rate from compounding each day. When a parking facility is open 24/7 a daily reset of the available parking spaces cannot be performed and requires a manual count of the available parking spaces each night to be entered into the system.

Response: TAIT acknowledges that some systems may require resets or reconciliation procedures. Vendors shall clearly describe their methodology for maintaining system accuracy, including any reset, reconciliation, or validation processes required, and how these processes are managed in a 24/7 operational environment.

16. Is there a separate entrance and exit for the valet area to place a counting device? This will exclude the valet counts from the general parking area.

Response: Valet operators generally use the same entrance and exit points as public users. There is no dedicated valet-only entrance or exit.

17. Can TAIT provide a map of the valet area?

Response: Yes, a map identifying the valet parking area on Level 1 is included with this response.

18. Can TAIT confirm the colored parking spaces on level 2 are designated for the rental cars? I assume the rental cars are to be excluded from the general counts.

Response: Yes, The colored parking spaces on Level 2 are designated for rental car use and are not part of the public parking inventory. These spaces are to be excluded from public occupancy counts.

19. Page five of the RFP states a physical device must be provided for local access. Where can the physical server be installed?

Response: TAIT will coordinate an appropriate secure location for installation of any required physical device or server with the selected vendor. Vendors should assume installation will occur within an Airport designated communications or equipment space.

20. The physical server will need to be connected to the parking system and have internet access. Will an Ethernet cable providing internet access be provided for the physical server? Or will the parking vendor be responsible to provide this? Is there a pathway available from the physical server location to the parking system?

Response: Vendors should assume responsibility for providing any required cabling, connectivity, and pathway infrastructure necessary for their system to operate. Internet access coordination will be addressed with the selected vendor during implementation.

21. Will the parking vendor have remote access to the parking system for remote troubleshooting?

Response: Yes, Remote access for system monitoring and troubleshooting is expected, subject to TAIT's cybersecurity and IT policies.

22. Will TAIT provide the 120V power for the parking system? This includes signage, garage and surface lot?

Response: Vendors should assume responsibility for providing and installing all power connections required for their system, including signage, garage, and surface lot components, unless otherwise coordinated during implementation.

23. Is power at the existing light poles for the surface lot on a timer or do they provide continuous power for the counting devices?

Response: Power at the existing light poles in the surface lot is controlled by photocells connected to the building automation system and located within the terminal. Proposers should design their system accordingly and include any necessary provisions to ensure continuous operation of the counting devices.

24. Is this project a prevailing wage project?

Response: No, this project is not currently designated as a prevailing wage project.

25. Does TAIT have any specific electrical contractor they want the parking vendor to use for the installation?

Response: No, Vendors may use electrical contractors of their choosing, provided all work complies with applicable codes, regulations, and Airport requirements.

26. Is there a safe location to store the parking equipment onsite during installation?

Response: Limited storage space may be available and will be coordinated with the selected vendor. Vendors should not assume long-term onsite storage.

27. Is parking available for the parking vendor and installation team onsite?

Response: Yes, TAIT will coordinate temporary parking arrangements for the vendor and installation team during installation.

28. Will there be airport badging fees associated with this project?

Response: No, there will be no airport badging fees associated with this project.

29. Will the installation take place during normal working hours or during the night?

Response: Installation is anticipated to occur primarily during normal working hours. Night work may be required for certain activities to minimize operational impacts and will be coordinated with TAIT.

30. Are there existing pathways between floors for conduit or is core-drilling between levels required?

Response: There are some existing holes and conduit pathways within the parking garage structure that may be available for use. However, their suitability and availability may vary by location. Proposers should verify existing conditions during the site visit. If additional routing or core drilling between levels is required to support the proposed system, it shall be included in the Proposer's scope of work.

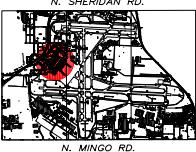
31. Are bonds required for this project?

Response: No, bonds are not required for this project.

All other terms, conditions, and requirements of the RFP remain unchanged.

End of Addendum No. 1

TULSA INTERNATIONAL AIRPORT
PARKING GARAGE
(1ST LEVEL)
VALET PARKING AREA



TULSA INTERNATIONAL AIRPORT
LATITUDE: 36° 11' 39" NORTH
LONGITUDE: 95° 45' 22" WEST
ELEVATION: 1,022' (311m)
TULSA COUNTY, TULSA, OKLAHOMA
SEC. 13, T-2, R-15, R-15-E

