

## Complete Trip – ITS4US FAQs

(Updated May 2020)

### General

1. How do I get access to the webinar series materials?
  - All webinars are recorded. Recording and presentation slide decks will be posted to the Complete Trip-ITS4US website.

### Program Funding and Awards

2. How many awards are expected?
  - Federal funding up to \$40M is available for the entire deployment program including all phases and awards. At this point, anticipate a minimum of 2 and up to a maximum of 10 contracts for Phase 1. The proposals are for Phase 1 only, but they should include a section on a vision for all three planned phases of the deployment program.
3. Are there any geographic requirements? Will the USDOT award multiple awards in the same geographic area?
  - Although geographic diversity is important as the USDOT seeks to award replicable models for maximum scalability, the government does not intend to add a geographic requirement.
4. Do you have an estimate of the deployment budgets?
  - The BAA and the overall strategy are still in the planning and approvals phase. However, USDOT expects to award multiple large-scale deployments to no more than 10 sites for a maximum of \$40 M for all projects and phases.
5. What is the approximate funding associated with each phase?
  - The BAA and the overall strategy are still in the planning and approvals phase. However, it is anticipated that 15-25% of the total budget will be required for the development of the concept in the planning phase.
6. Is there a matching requirement for Phase 1?
  - USDOT does not anticipate a matching requirement for Phase 1.
7. What type of expenses will be considered as part of the budget for Phase 1?
  - Phase 1 will be awarded as a firm-fixed price contract. Each offeror will be required to submit a price proposal with the breakdown of all cost elements of their price proposal. This information will allow the Government to conduct adequate cost and price analysis. Below is an example list of potential cost elements that may be included in an offeror's proposal. Please note, the cost

elements listed below serves as a sample, and is not an exhaustive list of all costs that could be considered. All costs proposed for Phase 1 must be allowable costs per the Federal Acquisition Regulation.

- Direct Labor
- Direct Material Costs
- Direct Travel Costs
- Other Direct Costs
- Subcontractor costs
- Indirect costs such as General and Administrative, Overhead, etc.
- Facilities capital cost of money
- Profit/Fee

### **Procurement Process**

8. Do you have a date for the release of the solicitation?
  - We plan to continue to conduct outreach as part of this webinar series through Spring 2020 to prepare for the upcoming solicitation that we plan to release in Summer 2020 and award in Fall 2020.
9. Will there be a down select process with several teams originally selected and only one or two making it to the final phase? Or will there be one to three teams selected from the outset?
  - The BAA and the overall strategy is still in the planning and approvals phase. We anticipate making contract to award to multiple offerors under Phase 1.
10. How will future phases be procured and funded?
  - USDOT anticipates awarding Phase 1 as a contract and Phase 2 and 3 as a cooperative agreement. Progressing to additional phases after the completion of Phase 1 is dependent upon successful completion of each phase, funding availability, and is at the discretion of the Government.
11. Any sense for how long the window will be for submission of proposals once the RFP is issued?
  - The BAA will be posted for a minimum of 45 days.
12. Is there a pre-qualification process to submit a proposal?
  - There will not be a pre-qualification process to submit a proposal. However, please keep in mind that all offerors under the BAA will need to be registered in beta.SAM.gov before submitting their proposal and this can be a lengthy process. All offerors must ensure they have an active registration for contracts in beta.SAM.gov at the time of proposal submission.

### **Partnerships**

13. What types of organizations are expected to lead a complete trip deployment? What kinds of teams are expected?
- The USDOT expects partnerships to respond that should include organizations with experience in working with the communities and gathering user needs for underserved populations, partners with expertise in technology and integrators that can help pull together a successful deployment. Further, the USDOT does not anticipate restrictions on the type of organization that can lead a proposal team (public or private) for Phase 1 only. The only requirement for teaming is that a public sector organization capable of forming and leading a cooperative agreement for Phases 2 and 3 must be a part of the Phase 1 team. The second and third phases can only be awarded to a public agency that either led or participated in the Phase 1 team.
14. Can an entity submit more than one proposal with different public agencies?
- The BAA and the overall strategy is still in the planning and approvals phase but at this point, we are not considering restrictions on how many proposals an entity can submit. However, USDOT may evaluate risk associated for one prime managing multiple deployments.
15. Are teams required to provide some kind of business case or assurance for maintaining and operating after the deployment is completed?
- We are hoping to address that upfront in the BAA that will be released that we would hope any team would have a draft plan on how the deployment would continue in operation. The goal of the deployment is to develop solutions that will make sense to solve problems and these solutions will be good enough that people will want to maintain them.
16. Is it permissible for nonprofit organizations and/or private vendors outside of the United States to be part of the teams?
- Yes, it is permissible for non-US organizations to participate and be part of the team. However, in Phase 1, the effort may have a prime offeror (lead entity) representing any U.S. based public agency, private company, non-profit organization, or academic institution.

## **Populations**

17. USDOT discussed six underserved communities in the webinar. Would USDOT consider proposals that solved complete trip challenges for additional underserved usergroups?
- Yes, as long as the user group falls within the broad categories presented and the team identifies a real transportation need that can be solved with technological solutions.

18. Does USDOT expect proposals to address all six underserved communities and all segments of the complete trip discussed in the webinars?
- Incremental improvements and addressing parts of the complete trip contribute to the overall goal of providing complete trips for all. Deployments must, however, include solutions that address barriers in the complete trip for at least one underserved community. However, due to the significant overlap among the population groups, designing a deployment program for one particular group will likely improve travel options for others.

### **Technologies**

19. Are there specific technologies that need to be included?
- A key component of the Complete Trip – ITS4US Deployment is utilizing new and innovative technologies and services to address the complete trip segments and challenges. There are a wide range of technologies that can be used as part of a Complete Trip deployment; however, technology-based Complete Trip solutions are sought that are effective, integrated, innovative, replicable, and scalable.
20. Lack of pedestrian facilities (sidewalks) is a significant barrier to individuals with disabilities. Local agencies are continually looking for funding to assist them with their sidewalk connection projects. How do you envision sidewalk construction fitting into "technology" based solutions? Possibly tools that assist agencies with evaluating/inventorying their pedestrian facilities (Lidar, et al)?
- The program will not pay for infrastructure improvements such as fixing curb cuts or pavement markings. Asset management applications that have no direct

feed to the travelers are also not eligible for funding. However, there are innovative technologies that document the quality of a community's assets or obtain user feedback on condition of assets in a community, such as pedestrian facilities. Real-time accessibility data is critical information for all users that could be integrated into a larger Complete Trip deployment.

21. Would providing a new or extended transit service or planning be an eligible activity?
  - We are looking for new and innovative technologies and services to address the complete trip segments and challenges. If a service is innovative and integrates with a technology solution that addresses a need, it can be considered. In addition, funding for operations will have to continue 5 years after the project ends, therefore it needs to be a sustainable service that can continue operations after the project is over.
  
22. Do the technological solutions involved in proposals need to be new, or can they involve adding new features and partnerships to existing technological solutions? If an agency already has a partially developed program, would they qualify for the program?
  - Projects could be both improvement of existing technologies or partnerships or new technologies, as long as they are addressed the actual needs of the specific community. Incremental improvements can contribute to the overall goal of providing complete trips for all. However, technology-based complete trip solutions have to be effective, integrated, innovative, replicable, and scalable.
  
23. Do you have a list of vendors or technologies that are ready to be deployed?
  - USDOT does not have any predetermined vendors or specific technology solutions. It is up to each project team to assess their user needs and build partnerships and solutions that address those needs.
  
24. Does the solution proposed need to be integrated with the existing transportation system?
  - Yes, these projects should build solutions that address the actual needs of your specific community and are expected to integrate with your current Intelligent Transportation Systems (ITS) and transportation system.
  
25. Is there a specific communication technology that USDOT is looking for?
  - No. Complete Trips – ITS4US deployments must include Intelligent Transportation Systems (ITS) and other emerging technologies to solve real-world problems. We encourage prospective deployers to consider how wireless connectivity can bring together diverse aspects of a deployment concept and create practical solutions for both travelers, service providers and system

managers. The Complete Trip - ITS4US program's position is wireless communications technology agnostic, meaning that each deployment team must chose the communications technology or technologies that fit the specific needs of the deployment. In fact, our expectation is that successful, large-scale deployments will have a wide range of wireless communications needs and more than one communications technology will be required to meet those needs efficiently.

26. What is meant by multimodal deployments?

- The program seeks to fund replicable and integrated deployments that generate increased multimodal mobility options for all travelers. This means that USDOT is seeking solutions that will give travelers more travel choices including enabling access to different modes of travel, such as public transit options, a variety of mobility and micromobility services, and non-motorized transportation including walking, biking and scooters.

27. Do solutions have to address multiple trip segments?

- A key component of the Complete Trip – ITS4US Deployment is to develop solutions that uses and integrates Intelligent Transportation Systems (ITS) and other emerging technologies and services to address travel challenges for multiple trip segments to help achieve the vision of a complete trip.

## **Data and Software**

28. Can you give more detail about the kind of data (including daily and real time data) that is useful to share and how to share?

- The USDOT seeks data from deployed devices, vehicle and other equipment that can be used to characterize the deployment function and performance. The USDOT intends to share this data to support additional research in the area of emerging technologies to support enhanced mobility for all travelers. Real-time feeds of these data are of particular interest. However, no proprietary data need be shared openly, and no data containing Personally Identifiable Information (PII) will be shared. Data sharing will be coordinated through USDOT data-related programs.

29. What are the requirements regarding software? Will my proprietary software be protected, and what is the role of open source software?

- The deployments allow for pre-existing proprietary software and this software can remain proprietary. New software developed using Federal funding is to be either released under an appropriate open source license or transferred to the Federal government, which will in turn release it under an open source license. If your proposed approach includes use of Federal funds to modify existing

proprietary software or combined Federal / private funding of new software development, the extent of this approach should be spelled out in your proposal, as this must be handled on a case by case basis.

30. What are the data requirements in Phase 1?

- Phase 1 will include the development of a Data Management Plan that describes the underlying data-related needs of the Deployment Concept, including needs related to protecting the privacy of users, ensuring secure operations, and outlining a high-level approach that addresses these needs.

### **Performance Measures and Evaluation**

31. Will there be an independent evaluation?

- Yes. The program intends to conduct an independent evaluation of all complete trip deployment sites. Evaluators will be identified or procured separately from the Complete Trip-ITS4US Deployment solicitation.

32. What are the types of metrics you envision to measure the impact of Complete Trip deployment? Will these metrics be at the individual-level, or system-level?

- We expect the metrics to be a balance of both the individual and system-level. Each team will assess their community needs and complete trip challenges and define the appropriate metrics to measure success.

33. Is there a user service requirement such as number of potential riders?

- No, strategically we have not identified a minimum service requirement because of the wide-ranging nature of the BAA but deployments need to be large enough to make a difference.

34. Are project teams responsible for identifying performance measures to measure success of our specific Complete Trip Deployment?

- Yes, each team will be responsible for developing a Performance Measurement Plan that identifies performance measures or metrics as well as plans for collecting data and reporting on the performance.

### **Planning**

35. Are we going to be required to have our proposed project in our regional transportation plans?

- No, the proposed project does not need to be included in your regional or state-level plans at the time of proposal. However, as part of the general transportation planning process, the project should be captured appropriately.

36. Do we need to perform a comprehensive needs gathering and analysis for the proposal to be successful?
- For this project, we would expect agencies or organizations have a relatively good understanding of the needs and challenges that exist within your community. This knowledge, and outreach over the next few months can inform your concept vision for the proposal. It is expected once awarded that the winning agencies and organizations will conduct a more comprehensive and complete user needs gathering and analysis effort in Phase 1. This effort will ensure it is solving needs of the community and be used to refine your project concept.