

**REQUEST FOR PROPOSALS
FREIGHT OPTIMIZATION INDUSTRY FORUM
Wednesday, March 4, 2021 – 10:30 am – 12:00 noon
Questions and Responses**

Question #1: How does the North Central Texas Council of Governments (NCTCOG) plan to engage all the stakeholders, including both agencies and industrial partners (in particularly, freight carriers) into the program?

Response: NCTCOG is actively engaged with freight carriers and local jurisdictions in conjunction with this Industry Forum. NCTCOG expects to have continuing interaction with them. When the procurement process is complete the selected vendor will take primary responsibility for such outreach as part of its responsibilities for installing, maintaining, and optimizing the technology in close cooperation with the freight industry and the local jurisdictions involved.

Question #2: What is NCTCOG's plan to ensure the substitutability of this project?

Response: NCTCOG is unsure what the questioner means by the "substitutability of this project." NCTCOG hopefully anticipates a project that is so successful that there can be no substitute.

Question #3: What are the speeds of the Arterials directly involved with the project?

Response: Generally 25 mph – 45 mph.

Question #4: Are there any distance requirements for advance detection for the trucks?

Response: No requirements. The technology solution will resolve this issue based on vehicles speeds, roadway geometry, etc.

Question #5: How many signalized intersections are involved in the project(s)?

Response: The number of intersections will be driven by budget and technology solution(s). NCTCOG and the selected vendor will work together to select the set of intersections that will generate the greatest net ROI.

Question #6: Are the signalized intersections coordinated? For what type of traffic?

Response: Unknown. This will be something that NCTCOG and the selected vendor will explore in depth as they work together to finalize the intersections included in this program.

Question #7: What kind of traffic signal controllers are deployed at signalized intersections?

Response: There is no regional standard or commonality.

Question #8: What type of signal priority inputs and algorithms do the controllers support?

Response: There is no regional standard or commonality.

Question #9: Are intersections equipped with ATSPMs to measure impact on local traffic for local jurisdictions?

Response: There is no regional standard or commonality.

Question #10: Is there any CV technology deployed at the intersections?

Response: There is no regional standard or commonality.

Question #11: Are there any smart phone apps or onboard computer apps currently being used on the I-10 corridor for truckers which would be used for the NCTCOG project?

Response: NCTCOG is not yet familiar with the referenced I-10 technology solution; the purpose of the Industry Forum is to bring the full range of technology solutions to NCTCOG's attention.

Question #12: Please specify the Intersection Infrastructure for each jurisdiction for the target project (i.e., GDOT, Atlanta MPO, and TxDOT)

- How many intersections are within each jurisdiction?
- What is the ATMS Provider for each jurisdiction?
- What are the Make and Models of the traffic controllers in each jurisdiction?
- Is there network connectivity (i.e. fiber or cellular) to the intersections in each jurisdiction?
- Are there any planned updates to the infrastructure?

Response: NCTCOG has not yet identified the target jurisdiction(s) for the project. It currently is gathering information and meeting with industry and public sector representatives to learn more about the technology and to identify intersections where freight vehicle signal priority would appear to do the most good. NCTCOG currently anticipates identifying a few target deployment areas and then working with the selected service provider to identify the intersections where installation is feasible and where the freight vehicle signal priority tech will do the most good.

Question #13 Please specify the vehicle infrastructure for each of the Freight Hubs in the target project (IIPOD, Alliance Texas, DFW Air Freight).

- What is the make and model On-Board CAD/AVL system for each Freight Hub?
- Please confirm if on-board network connectivity (i.e. cellular) is available for each freight hub

Response: See answer above. NCTCOG is looking at the full range of technology solutions, not just those referenced in these two questions.

Question #14 Is there a limit of max 5 mins to present?

Response: This is a hard limit.

Question #15: Should the presentation be related to Freight optimization? Or can it be a company overview?

Response: Focus of Industry Forum is on technology solutions to optimize movement of freight vehicles through intersections in a way that maximizes net ROI. Brief company background—e.g., a few sentences—okay. “Hard sell” strongly discouraged.

Question #16: Who would be the attendees?

Response: We expect a variety of representatives from the industry plus other interested parties. Presenters should avoid sharing IP. Focus of Forum is on the strengths and weaknesses of various technology solutions. Time permitting, there also will be a discussion of the most effective form of product delivery.

Question #17: Please specify if there is an intended phased approach for the deployment of freight priority. (I.e. start with one jurisdiction or freight hub and expand)

Response: At this time, NCTCOG anticipates that the intersection deployments under this project will be in relatively constrained geographic area(s) covering a low number of jurisdictions rather than scattered across the region across a large number of jurisdictions. If the project results in a positive ROI, then NCTCOG and others will consider scaling the technology across DFW and elsewhere in Texas. NCTCOG is currently doing an assessment of the traffic signal technology installed in the region to identify gaps and minimum standards going forward. Freight vehicle intersection optimization might be one of the technologies supported in future ITS programs if it proves itself in this program.

Question #18: What data does NCTCOG currently have available for freight movement at the potential intersection locations, ADTs, Truck percentages, turning movement counts, travel demand models etc.?

Response: NCTCOG has pertinent data such as those listed. It currently intends to make its data accessible in some fashion in connection with the procurement that is currently anticipated to follow the Industry Forum.

Question #19: What upfront commitment is required from the local agencies, will NCTCOG assist with the initial funding for the technology solution or will it be up to the local agency to fund the required materials?

Response: NCTCOG is providing funding for the project with the goal of eliminating or at least limiting to the extent possible the financial contribution required by local jurisdictions hosting the freight optimization technology. NCTCOG’s goal is to have the selected vendor assume primary responsibility for installing, maintaining, and optimizing the technology solution, further minimizing the draw on the resources of the local jurisdiction(s).

Question #20: Other than Arlington developing a connected vehicle corridor have any other local agencies expressed interest or commitment to implementing this type of technology?

Response: Yes.