

Request for Information No.2 Procurement and Private Industry Participation

**Issued by: MAASTO TPIMS Partnership
Task Force**

**Regarding: Truck Parking Information
Management System**

RFI Issuance Date: 08/15/2016

RFI Closing Date: 09/12/2016



1. PURPOSE OF THE RFI

The Mid America Association of State Transportation Officials (MAASTO) Regional Truck Parking Information Management System (TPIMS) Partnership Task Force is seeking information to assist it in development of the Regional Truck Parking Information Management System (TPIMS), an eight-state, federally funded initiative to provide real-time information related to truck parking availability.

The purpose of this Request for Information (RFI) is to generate responsive information that may help participating states in the MAASTO TPIMS Partnership Task Force and the Federal Highway Administration (FHWA) confirm and/or refine certain assumptions in connection with planning for and structuring the MAASTO TPIMS Project.

This RFI does not constitute an RFQ, an RFP, or any other solicitation document. Responding to this RFI is not a pre-requisite to participating in a future procurement process of any of the participating states. By responding to this RFI, Respondents can provide valuable input and help shape the framework for the development of the MAASTO TPIMS Project. Information provided in response to this RFI may be publicly disclosed and will not be considered protected or proprietary to the provider.

2. PROJECT OVERVIEW

Access to safe and convenient parking areas for trucks is essential for a robust freight transportation network, yet truck drivers consistently have difficulty finding areas to safely rest. Drivers who have not located parking before reaching their hours of service limits are often forced to park illegally or unsafely, often on the shoulders of highways, on off-ramps or at

abandoned facilities. In response to these concerns, the State of Kansas in partnership with Indiana, Iowa, Kentucky, Michigan, Minnesota, Ohio and Wisconsin are developing a multi-state Regional Truck Parking Information and Management System. The project is funded through a \$25 million Federal TIGER grant and additional state funds.

The MAASTO region is America's first such regional effort, leveraging efforts already underway in Michigan, Wisconsin and Minnesota. The Regional TPIMS is envisioned to be a network of safe, convenient parking areas with the ability to collect and broadcast real-time parking availability to drivers through a variety of media outlets including dynamic roadside signs, smart phone applications, in-cab systems, and traveler information websites. This will help drivers proactively plan their routes and make safer, smarter parking decisions. With implementation of the Regional TPIMS in 2018, truck drivers will have the ability to weigh the value of driving an extra distance to secure available parking without fearing the unknown or experiencing a lack of availability upon arrival. This will increase drivers' overall productivity and efficiency.

The MAASTO Partnership will deploy the regional TPIMS throughout the eight-state region on high-volume freight corridors including: I-35, I-64, I-65, I-70, I-71, I-75, I-80, I-94 and I-135. These routes are among some of the most important corridors in the MAASTO region with truck volumes on many of these routes already exceeding 25,000 trucks per day and expected to grow. These high truck volumes create congestion at parking sites, making it difficult for truck traffic to easily locate safe, convenient parking during peak rest hours. That will change when the Regional TPIMS Project is completed.

The system will use existing intelligent transportation systems (ITS) infrastructure and capabilities, along with emerging vehicle detection and data collection technologies, to monitor the availability of truck parking at public and private truck parking sites. It will then provide real-time information through multiple platforms to commercial vehicle operators for over 150 parking facilities across the MAASTO region. Since over-the-road truck drivers typically travel at least 500 miles in a day, they will benefit most from this seamless system unbound by state lines and capable of future expansion to additional freight corridors and states.

3. TPIMS DELIVERY

Each of the participating states is responsible for procuring and delivering its portion of the TPIMS project; however, the Kansas Department of Transportation (KDOT) is serving as Lead Agency and will be administering the project through the Federal TIGER Grant process on behalf of the MAASTO TPIMS Partnership Task Force. More information on the schedule and procurement/delivery method of the individual states is available at the project website (<http://trucksparkhere.com/>) The Federal TIGER Grant process requires that each state deliver its portion of the project by Fall 2018.

4. INFORMATION REQUESTED

Through this RFI, the MAASTO TPIMS Partnership Task Force is interested in soliciting views and suggestions from interested parties regarding the MAASTO TPIMS Project. The Partnership Task Force asks that parties responding to this RFI submit their perspectives on issues and questions for which they are qualified, with a preference for broad-based perspectives and insights on the full range of questions. Respondents are not required to respond to each question or information request. Respondents are requested to include the information identified below. Please provide numbered responses to match the questions and information requests identified in this RFI.

A. General Information

A1. Identify a single point of contact for the Respondent, along with full contact information.

A2. Provide a brief (no more than two pages) summary of the Respondent's organization and any previous experience with similar projects.

B. Procurement and Delivery

The MAASTO TPIMS Partnership Task Force is assessing the most appropriate method for procuring and delivering the project. Under consideration are Design-Bid-Build, Design-Build, Design-Build-Operate-Maintain models. Each state will be determining which approach makes the most sense for them. Your response to the following questions will help shape the procurement and delivery models used and the associated requirements.

B1. What do you consider to be the most appropriate method of procuring and delivering the project by the participating states (i.e. Design-Bid-Build, Design-Build, Design-Build-Operate-Maintain)?

B2. Do your thoughts on the most appropriate method of procurement and delivery of the project change if a given state is only doing public site deployments (e.g., rest areas and weigh stations) versus both public and private site deployments (e.g., private truck stops)?

B3. What hurdles, if any, would be associated with including operation and maintenance obligations in the same contract as design and construction?

B4. In the case of a Design-Build-Operate-Maintain contract, describe your experience with providing a data service or other 24/7 type of operational model. Would you prefer payment terms based on performance specifications or time and materials? Do you see any issues requiring bidders to design and deliver a project meeting data performance requirements?

B5. In the case of a Design-Build or Design-Build-Operate-Maintain contract, would you be interested in pursuing a fixed price/variable scope contract? For this project, the variable scope is the number of public and/or private sites an entity would be able to deliver.

C. Private Truck Parking Sites

The MAASTO TPIMS Partnership Task Force is proposing to deploy TPIMS at private sites in several of the participating states. The Partnership Task Force is interested in better understanding the opportunities and challenges involved when coordinating and contracting with private truck stop operators.

C1. Describe your experience working with private truck stops and what types of services have been involved?

C2. What issues, if any, do you see arising from construction and/or operation at private sites?

C3. If participating states require that a specified number of private sites be deployed, what issues, if any, do you see in getting private truck stops to participate in the MAASTO TPIMS project deployment?

C4. Previous similar projects have required the project's Design-Build-Operate-Maintain contractor to secure access and agreements with private sites on a voluntary basis after contract award. What hurdles, if any, would you associate with this requirement?

C5. Describe the process that you would use to garner participation from private truck stop operators.

C6. If private sites are incorporated into the program on a voluntary basis, some sites included in the project during procurement may not agree to participate in the ultimate project. What issues, if any, do you see with requiring bidders to develop bids for sites that may not be part of the ultimate project?

D. Ownership and Control of Data

The MAASTO TPIMS Partnership Task Force is considering use of data requirements for Design-Build-Operate-Maintain contractors. The Partnership Task Force is interested in better understanding the impact to contractors of placing limitations on the data usage.

D1. How might, if at all, ownership and control of data generated by the project being retained by the participating states impact your interest in the project?

D2. Specifically, if the procurement process had limitations placed on the use of the data collected and provided the data to all interested 3rd parties, how would this impact your willingness to participate in the project? Select all options that apply.

- a. I would be interested in pursuing only if I had proprietary use of the data to develop web, smart phone or other related technology applications.
- b. I would be interested in pursuing if the data were available for use by any interested 3rd parties to develop web, smart phone or other related technology applications.
- c. I would be interested in pursuing if I were precluded from using the data to develop web, smart phone or other related technology applications.

D3. If video detection were your selected technology, would you be interested in pursuing if there were limitations on video distribution and storage to protect privacy?

D4. This project requires the use of real-time data. Does your approach use any supplemental predictive data? If so, please describe.

D5. Do you plan to use (or sell) the data for any purposes other than for truck parking purposes? If so, please describe.

5. CONFIDENTIALITY

Respondents are advised that any responses to the RFI may be made available to each state within the MAASTO TPIMS Partnership Task Force, stakeholders and the public in general. In addition, portions of RFI responses may be published publicly in newsletter articles, social media sites, websites or other public-facing media channels for purposes of informing stakeholders about market interest and ideas for the TPIMS Project.

6. GENERAL INFORMATION

A. Guidelines for Responses

Page limits: Respondents are requested to limit responses to this RFI to a maximum of 10 pages.

Content: The MAASTO TPIMS Partnership Task Force is requesting the specific information identified in this RFI, but is not requesting proposals, detailed plans, marketing materials, or proprietary information from Respondents.

Delivery: Responses to this RFI are due by 4:00 p.m. central time on September 12, 2016. Respondents are requested to submit an electronic version of the written response (in Adobe PDF format) to the Point of Contact identified in section 6(D).

B. Questions from Respondents

Questions regarding this RFI and/or the status of the MAASTO TPIMS Project should be submitted electronically through the Project's email address at: procurement@trucksparkhere.com. All questions may be made publically available under the FAQ section of the website procurement page at

<http://trucksparkhere.com/procurement/>. When submitting questions, Respondents are requested to identify the RFI No. and contact identified in 6(D).

C. Changes and Additional Project Information

Changes to this RFI will be posted as addenda to the RFI on the MAASTO TPIMS Project Website (<http://trucksparkhere.com/>). Respondents are encouraged to monitor the website on a regular basis for updates, questions and responses, addenda, and additional information.

D. Point of Contact

All responses must be addressed to the following point of contact:

Davonna C. Moore
Assistant Bureau Chief-Transportation Planning and MAASTO TPIMS Project Manager
Kansas Department of Transportation
procurement@trucksparkhere.com