



CENTRAL TEXAS REGIONAL
MOBILITY AUTHORITY

Questions and Answers Submitted regarding the:

Request for Proposals
to provide
Enhanced Traffic
Information and
Management Services

March 16, 2020

RFP QUESTIONS

The following eight (8) questions, with answers, were received regarding the Request for Proposals to provide Enhanced Traffic Information and Management Services:

1. Does the CTRMA have an existing event management system for incident, construction and planned events and if so, will it be replaced or integrated with the new solution?

Answer: CTRMA currently uses EcoTrafiX, from Kapsch, as its ATMS Traffic Management Software System, which also has the capabilities to function as an event management system. As part of a different project, CTRMA will implement the ActiveITS (Lonestar) Software System to establish a Center-to-Center (C2C) integration between its TIMC and the TxDOT TIMC. After an initial period where these two systems will work in parallel, it is expected that the Active ITS Software System will replace the EcoTrafiX Software System. CTRMA does not envision replacing the current EcoTrafiX or future ActiveITS software system as part of this RFP. Rather, CTRMA expects that any Artificial Intelligence or Machine Learning tools proposed by the Service Provider complements these systems by enhancing the current CTRMA traffic analysis, report, records management, alert, and communication capabilities and decision-making process for traffic operations. This may include some level of automation of workflow and integration with the Lonestar in the future.

2. Does the RFP assume that the contractor will need to develop software drivers to communicate with the devices such as DMS, traffic signals, MVDS, RSUs, CCTVs, etc.?

Answer: The Service Provider is not required to develop any software drivers to communicate with the roadside ITS equipment unless the Service Provider sees reasons for it. The Service Provider should be able to process traffic data from the Roadside ITS devices currently available in the EcoTrafiX database and in the future in the Lonestar database. Should the Service Provider see needs to interface directly with the ITS field devices, they already supports a standard communication interface based on NTCIP.

3. Does the CTRMA desire to fulfill command and control functionality for ITS devices such as PTZ for cameras or DMS message posting under this RFP?

Answer: No. This functionality is not required at this time.

4. Will lane specific probe data be available for data analysis?

Answer: CTRMA currently has historical traffic data, collected from different corridors, on its roadway facilities, that can be used for data analysis. Existing traffic data are primarily coming from traffic counts from the Toll Collection System and from Wavetronic Microwave Detectors.

Such traffic data have been collected since the implementation of EcoTrafIX, in 2017, and along different corridors (Mopac, 45SW) as they were open to traffic. CTRMA will continue collecting new traffic data on new corridors (290E, 183S or 183A) as they will be added to its roadway facilities in the near future.

CTRMA is also looking at using additional traffic data available from other regional partners such TxDOT or City of Austin.

5. Is it acceptable that real-time, bi-directional data integration is done through an API? In other words, can the contractor provide their own APIs to communicate with third parties, or will specific data interfaces need to be developed to communicate with third parties, such as in the case of the TxDOT C2C?

Answer: CTRMA is open to any approach the Service Provider deems technically and financially appropriate for the project, both in the short and long term.

6. Regarding Scope item #16, will the CTRMA have any contracts with third parties (e.g. phone carriers, app providers etc.) that will allow the contractor to collect and analyze anonymized location data from smartphone users and similarly from Connected Vehicles?

Answer: CTRMA is currently partnering with Waze on the Waze for Cities Program. In its response to this RFP, the Service Provider should define any additional partnerships needed or required for the project along with an explanation of the technical reasons supporting it (e.g. type of data provided, accuracy of the data, data representativeness, market/traffic penetration, and accuracy / performance, etc.) and explain how the Service Provider can facilitate such partnership or if the Service Provider already has a partnership that can be leveraged in this RFP. The accuracy, coverage, reliability, and expected / proven performance of the detection and alert system will be a factor in the Service Provider's proposal.

7. Will access to data from all desired external sources be available to the contractor on Day 1 after NTP?

Answer: Data from Waze for Cities or traffic data that CTRMA has collected and owns, are readily available.

Data could be made available depending upon the quantity, type, format, and purpose. Discussions with the successful Service Provider is needed to determine the extent and schedule for availability.

8. Does CTRMA have any requirements or preferences regarding cloud hosting solutions?

Answer: No, CTRMA has no specific requirements or preferences regarding the cloud-hosted solution and is open to the different options that can be available from the Service Provider.