

**REQUEST FOR INFORMATION  
REGARDING THE ILLINOIS AUTOMATED AND CONNECTED TRACK (I-ACT)**

**ILLINOIS DEPARTMENT OF TRANSPORTATION  
ON BEHALF OF THE UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN,  
NORTHWESTERN UNIVERSITY AND THE UNIVERSITY OF ILLINOIS-CHICAGO**

Request for Information Title:	<b>Request for Information (RFI) – Illinois Automated and Connected Track</b>
RFI Issuance Date:	<b>May 23, 2018</b>
Information Due Date:	<b>June 25, 2018</b>
Information Due Time:	<b>1:30 p.m. (Central time)</b>
Anticipated Industry Forum:	<b>June 4, 2018</b>
Reference No.:	<b>2018-IACT</b>
Official Procurement Site Bulletin:	<a href="https://webapps.dot.illinois.gov/WCTB/LbHome">https://webapps.dot.illinois.gov/WCTB/LbHome</a>

<p><b>QUESTIONS:</b> Questions regarding general RFI procedures should be directed to:</p> <p>Illinois Department of Transportation Office of Planning and Programming 2300 S Dirksen Parkway, Room 339B Springfield, Illinois 62764 Telephone: (217)782-6289</p> <p><a href="mailto:dot.p3projects@illinois.gov">dot.p3projects@illinois.gov</a></p>	<p><b>SUBMITTALS:</b> Send RFI response by the above due date and time electronically to: <a href="mailto:dot.p3projects@illinois.gov">dot.p3projects@illinois.gov</a></p> <p>If requesting a one-on-one meeting, send one hard copy and email the RFI One-on-One Meeting Request Form to:</p> <p>Illinois Department of Transportation Office of Planning and Programming 2300 S Dirksen Parkway, Room 339B Springfield, Illinois 62764 Telephone: (217)782-6289</p> <p><a href="mailto:dot.p3projects@illinois.gov">dot.p3projects@illinois.gov</a></p>
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# 1. INTRODUCTION

## *A. Overview*

This Request for Information (RFI) is to gauge interest and further understand how private sector companies, academia, public entities and other interested parties would partner and collaborate on a closed environment test track facility, herein referred to as the Illinois Automated and Connected Track (I-ACT), to help accelerate the development and deployment of connected and autonomous vehicle (CAV) and transportation technologies. The I-ACT proposal is being led by the Smart Transportation Infrastructure Institute (STII), a consortium consisting of the University of Illinois at Urbana-Champaign through the Illinois Center for Transportation, Northwestern University through the Northwestern University Transportation Center and the University of Illinois at Chicago (UIC) through the UIC Artificial Intelligence Laboratory, with support through the RFI-process by the Illinois Department of Transportation (IDOT). The proposed facility will be located on roughly 250 acres at the former Chanute Air Force Base in Rantoul, Illinois. Interested parties are encouraged to provide information through this RFI about development approaches, products, and technologies that could benefit from a closed-circuit testing environment. It is envisioned that the proposed test facility will substantially contribute to the development, research, testing and deployment of technologies with a focus on helping the State of Illinois (the “State”), private sector, and public transition to a connected and autonomous future in a safe, equitable, and environmentally sustainable way. It is the goal of the STII to provide high quality education and research and to advance the state-of-knowledge by developing innovative, economical, and reliable technologies for highways and other transportation systems.

As the current hub of the nation’s transportation systems, Illinois sits in a prominent position to lead the development and adoption of CAV technologies, especially as they relate to commercial and industrial vehicle applications. The overlooked research for the next generation of multi-modal mobility creates a unique opportunity for IDOT, our university partners and industry to become leaders in developing and implementing these future transportation systems.

The movement of goods is crucial to Illinois and nation. The ability of the State to maintain its position as a leader in this area depends on the strength of its freight mobility. An efficient and safe freight transportation system connects Illinois’ rural and urban areas, economic activity, production and consumption centers, and provides access to markets and jobs, as well as the delivery of raw materials and shipment of goods. The movement of freight within, through, from, and into Illinois is projected to continue to expand and the State’s multimodal freight network must keep up with increasing demands from businesses, manufacturers and residents.

STII partners, the University of Illinois at Urbana-Champaign, Northwestern University and the University of Illinois at Chicago believe that this initiative can be a national model for the research and development of future mobility systems and help create the foundation for full-scale, sustainable CAV development and deployment for the state, region and nation. These next-generation systems hold the promise to completely change the paradigm of transportation safety, sustainability, resilience, and efficiency. However, to reach their full potential, new technologies require broad research and implementation efforts in engineering, planning and testing. The proposed I-ACT aims to provide a world-class location with world-class universities and researchers to help advance the critically important development and deployment of CAV technologies.

## ***B. Purpose***

The universities and IDOT would like to thank you in advance for reviewing and responding to this RFI. Your comments and suggestions will be considered as the universities and IDOT evaluates interest, feasibility and potential project delivery strategies for the I-ACT testing grounds.

The purpose of this RFI is to obtain information from interested parties that will assist the universities and IDOT with evaluating the viability of the proposed facility. The information provided in response to this RFI will be used in connection with the evaluation of market interest, potential delivery options, partnership opportunities and the ongoing development of a plan to create the I-ACT facility.

Before a Request for Proposal (RFP), Invitation for Bid (IFB), or any other type of procurement document pertaining to CAV research and testing facility, the participating universities and IDOT have determined it would be advantageous to gather input from industry, including Original Equipment Manufacturers (OEMs) and automotive suppliers, academia, investors, contractors, consultants, and any public entity interested and experienced in the research, development or deployment of CAV applications.

This RFI does not constitute a Request for Qualifications (RFQ), RFP, IFB or other solicitation, nor does it constitute the commencement of any other type of procurement process for a test facility. Moreover, it does not represent a commitment to issue an RFQ, RFP, or IFB or to otherwise commence any other type of procurement process for autonomous or connected vehicle proposals in the future. Therefore, those choosing to respond to this RFI will not be deemed “bidders”, and no such respondent will have any preference, special designation, advantage or disadvantage whatsoever in any subsequent procurement process related to autonomous and connected vehicles. This RFI is for information and planning purposes only.

## ***C. Who Should Respond to this RFI***

The universities and IDOT seek input from a variety of sources, including, but not limited to automotive OEM’s, automotive suppliers, transportation network companies (TNCs), technology companies, networking companies, trucking firms, telecommunications operators, energy utilities, startups, software developers, data analytics firms, media and content providers, contractors, academia, public sector organizations and other entities qualified in CAV and other innovative transport system technologies.

The universities and IDOT want to seek early input from market participants to ensure a viable and successful approach to the potential development, delivery and use of this project.

## ***D. Next Steps***

Following the release of this RFI, the universities and IDOT will host a Project Information Day. This event will be held on June 4, 2018 from 1:30 p.m. to 3:30 p.m. at The Illini Center, The Illinois Room; 200 S, Wacker Drive, Chicago, Illinois, 60606. The Project Information Day will include a presentation by the University of Illinois at Urbana-Champaign,

Northwestern University, the University of Illinois-Chicago and IDOT. The presentation will provide a more detailed overview of the proposed I-ACT facility. Additionally, it will allow interested respondents to ask questions to help them better understand the larger vision of the participating universities and the State. The Project Information event is open to the public. All interested parties are invited to attend, although attendance is not a requisite to responding to the RFI. Those who plan to attend are encouraged, but not required, to register at the following link: <https://forms.illinois.edu/sec/5315708>

Following the close date of the RFI, certain respondents, as determined by the issuers, to this RFI may be invited to participate in subsequent one-on-one meetings following submission of the RFI. Please complete the attached form and submit it to the address on Page 1 on or before June 25, 2018 if you would like to participate in a one-on-one meeting. Holding the one-on-one meetings is at the sole discretion of the issuers of the RFI and at a date to be determined later. The purpose of the meetings is to allow the issuers to ask follow up and clarifying questions to the responses.

### ***Form of Response***

Written responses should be no longer than 15 pages (excluding cover pages), with a font no smaller than 12 points. Marketing materials are not to be submitted as part of a written response. Please respond to the questions contained in the attached RFI Questionnaire in numerical order, clearly identifying the question numbers. Respondents are not obligated to answer all questions and may respond only to questions of interest to them. Respondents may also include additional comments or suggestions at the end of their response. If you elect not to respond to a question in the RFI Questionnaire, please note the question number and state “No response.”

### ***E. Confidentiality/Public Records Law***

Respondents are advised that all written materials submitted by a respondent to IDOT in response to this RFI or in a one-on-one-meeting are public records subject to the Illinois Freedom of Information Act, 5 ILCS 140/1 *et seq.* (the “**Illinois FOIA**”).

Under Section 7 of the Illinois FOIA, certain public records may be exempt from disclosure under the Illinois FOIA. This includes information which, if it were disclosed, would frustrate a procurement or give an advantage to any proposer. (See Section 7(1)(h) of the Illinois FOIA.) Generally, however, responses to RFIs and information documented in the procurement file are subject to disclosure once an award is made or the procurement is otherwise concluded. IDOT does not intend to invoke Section 7(1)(g) of the Illinois FOIA as grounds for withholding information provided by respondents to IDOT pursuant to this RFI. Accordingly, respondents are advised not to include in RFI responses any information that the respondent considers trade secrets or commercial or financial information that is proprietary, privileged or confidential or that would cause competitive harm if disclosed.

A person whose request for public records is denied by IDOT, on the grounds of exemption under Section 7 or otherwise, has the right to request a review of such denial by the Public Access Counselor established in the Office of the Illinois Attorney General, in accordance with Sections 9 and 9.5 of the Illinois FOIA. A person whose request for public records is denied also has a right to judicial review of such denial pursuant to Section 11 of the Illinois FOIA.

Respondents are encouraged to familiarize themselves with the Illinois FOIA and any other laws and regulations applicable to the disclosure of documents submitted with this RFI and to the issue of confidentiality and public information (collectively, the “**Public Records Laws**”).

IDOT will not advise a respondent as to the nature or content of documents entitled to protection from disclosure under the Public Records Laws or as to the interpretation of such laws. Each respondent shall be solely responsible for all determinations made by it under applicable laws. Each respondent is advised to contact its own legal counsel concerning the effect of Public Record Laws on that respondent's own circumstances.

In the event of any proceeding or litigation concerning the disclosure of any response or portion thereof, or any other documents submitted by a respondent to IDOT, the respondent shall be responsible for prosecuting or defending any action concerning the materials at its sole expense and risk; provided, however, that IDOT reserves the right, in its discretion, to intervene or participate in the litigation in such manner as it deems necessary or desirable. All costs and fees (including attorneys' fees and costs) incurred by IDOT in connection with any litigation, proceeding, or request for disclosure shall be reimbursed and paid by the respondent whose response or other documentation is the subject thereof.

Nothing contained in this RFI shall modify or change IDOT's obligations under the Illinois FOIA or other applicable law.

## **2. THE PROJECT**

If it is determined that the project is feasible and desired, I-ACT could play a vital role in the CAV ecosystem by providing a state-of-the-art facility to help accelerate the development and deployment of connected and automated transportation solutions.

The universities and IDOT firmly believe connected and automated transportation technologies will benefit the citizens of Illinois by providing safer, more efficient and accessible personal and freight mobility. However, to reach those goals robust research is required to develop, test, validate and implement these technologies.

The following are objectives the universities and IDOT are considering for the I-ACT.

(1) Illinois recognizes the extraordinary shift that transportation is undergoing due to revolutionary developments and advancements in connected and autonomous technology. However, to help advance these developments IDOT and our world-renowned universities understand the important role that state-of-the-art research facilities can play. Therefore, the primary objective is to create a unique, world-class research and testing environment where industry, academia and the public sector can develop, test and ready for deployment next generation transportation solutions.

(2) A second objective recognizes the important role that Illinois plays in the national freight sector. As the freight hub of North America, it is vital to the economies of Illinois and the nation that the State actively participate in developing and implementing advanced technologies to enhance the efficient movement of goods. By assisting with this research, Illinois will be in position to leverage CAV technologies to improve safety, reduce congestion, and move people and goods more efficiently through the transportation network.

(3) A third objective wishes to invigorate Illinois' position as a leader in transportation. Located at the intersection of the nation's major highways, rivers, lakes and railroads Illinois plays a vital role in connecting the nation's people, industries, manufacturing and commercial activity. Therefore, it is essential that Illinois regains its position at the forefront of transportation innovation, research, development and implementation.

Considering these objectives, please provide your answers to RFI Questionnaire.

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**RFI QUESTIONNAIRE**

Completed by:

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Association/Organization Name (if applicable)

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Association/Organization Representative Name (or individual's name if no affiliation)

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Address

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City, State, Zip

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Phone Number / Email Address

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Association/Organization Representative Signature (or individual's signature if no affiliation)

Please respond to the following list of questions to the extent relevant to your organization's experience.

### **General**

1. Describe your company's or organization's engagement in CAV research, development and/or testing.
2. What aspect(s) of CAV development and deployment is your company currently engaged in? (This can include but may not be limited to Artificial Intelligence (AI)/machine learning, vehicle development, component development, software development, mapping, sensors, connectivity technologies (e.g. V2V, V2I, V2X), telecommunications, infrastructure, consulting, legal, insurance and planning).
3. What aspect of CAV development and deployment is your company considering (if not currently engaged)?
4. What can the universities and State do to help your industry and this I-ACT project be successful?
5. Describe what your company will be interested in developing and/or testing at the I-ACT test bed.
6. What approach do you suggest to accelerate the development, implementation, and deployment of technical innovation and applications to transportation programs as well as workforce development opportunities, including field of study and training?
7. How do you envision the partnership with academia and the state in order for I-ACT to be successful?

### **Academia-government-industry partnership**

8. Identify possible expectations and/or benefits for this academia-government-industry partnership
9. Identify potential areas, if any, for public-private partnership opportunities and potential structure in terms of defining roles and responsibilities (governance), obligations, and resources.
10. What would a successful partnership look like?
11. What types of partners would you like to see at the table in an initiative like this?
12. What are the intellectual property and trademark arrangements that you would want to see in the partnership framework?
13. Are you presently partnering with other research universities and/or state DOTs on a similar initiative? If so, please describe
14. What sort of involvement in the decision-making process would make this attractive to you?

### **Financial commitment**

15. Identify resources required for long-term sustainable program, including human capital (capacity and capabilities), to maintain a leading-edge transportation research program that continues to deliver economic benefit to the public.
16. What level of financial commitments or contributions would your company be willing to make to start and sustain the program?
17. What benefits/oversight would be necessary in order to make a financial commitment?

18. Are there financial models or partnerships that you are aware of/involved in that you think we should consider in this project?

**Infrastructure needs**

19. What are your anticipated infrastructure needs as it relates to a CAV testing environment (roads, bridges, technology, parking, high-speed test track, intersections etc.)?

20. Would you want to design, build, finance and maintain (or a combination thereof) any of the infrastructure onsite yourself?

**One-on-one meeting**

21. Please indicate on the attached form if you would like to participate in a one-on-one meeting and provide contact information on or before June 25, 2018.



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**RFI ONE-ON-ONE MEETING REQUEST**

If you will be responding to this RFI and would like to participate in a one-on-one meeting, please complete the information below and submit by 1:30pm (Central time) on June 25, 2018 via email to: [dot.p3projects@illinois.gov](mailto:dot.p3projects@illinois.gov)

Completed by:

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Association/Organization Name (if applicable)

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Association/Organization Representative Name (or individual's name if no affiliation)

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Address

---

City, State, Zip

---

Phone Number / Email Address

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Association/Organization Representative Signature (or individual's signature if no affiliation)