

As a reminder, the Advertisement specifically identifies **RULES OF CONTACT** that apply during the contract selection process, commencing on the advertisement posting date and ceasing at the time of final contract selection. **Any contact determined to be improper, at the sole discretion of DOTD, may result in the rejection of the proposal (i.e., DOTD Form 24-102).**

**Please note, all questions received by DOTD are not necessarily answered, only those questions deemed by DOTD to enhance or clarify the advertisement will be addressed.**

**CONTRACT NO. 4400021094  
CONTRACT FOR UPDATE STATEWIDE TRANSPORTATION PLAN AND  
STATEWIDE TRANSPORTATION TRAVEL DEMAND MODEL  
STATEWIDE**

**Question and Answer**

**March 23, 2021:**

- Q1. Are there any particular project milestones that DOTD believes are important to this Statewide Transportation Plan Update? If so, what are they?
- A1. Yes, each plan update (Statewide Transportation Plan, the Transportation Asset Management Plan (TAMP), Aviation System Plan, Rail System Plan, and Freight Mobility Plan) will be completed and adopted prior to their expiration dates. The Plan update will span two gubernatorial administrations which presents an additional complexity for the process. Through negotiations with the selected consultant, we will establish milestones that must be met by the conclusion of the present administration in January 2024. Most of the data gathering, analysis, and much of the stakeholder involvement will occur during the present administration whereas most the decision-making regarding the elements for inclusion in the updated Plan will occur in the next administration.
- Q2. Does the DOTD have any particular goals and objectives or critical issues to achieve and/or address, other than meeting federal requirements, for this update?
- A2. Part of this effort is to work with local and regional stakeholders to determine goals and objectives. In addition, there are some emerging issues that need to be discussed and potentially addressed in the updated Plan such as connected and autonomous vehicles, changes in our economic and social structure accelerated by COVID (e.g., the decline of traditional brick and mortar retail, permanent increase in telework and remote learning, etc.), and climate change adaptation and GHG (greenhouse gas) emissions mitigation. It is important to note that the Louisiana Statewide Transportation Plan sets the state's transportation policy. We have recently posted a 5-year implementation status report on our website.
- Q3. Are the more recent Louisiana Travel Demand Model documentation and validation results publicly available?
- A3. The Technical Memorandum for the Statewide Travel Demand Model Documentation is now attached next to the advertisement file.

- Q4. Can you provide more detail on the consultant's responsibilities for the conference? Is this a separate conference or part of the one that DOTD holds biennially?
- A4. It is part of the biennial DOTD conference in which the consultant may be asked to make a presentation on the current status of the plan update.
- Q5. How does DOTD envision project identification being done for this plan?
- A5. This is largely a policy and programmatic based plan; however, the plan will identify specific major transportation improvements or "megaprojects". The megaprojects will be developed similar to the 2015 Plan ([http://wwwsp.dotd.la.gov/Inside\\_LaDOTD/Divisions/Multimodal/Transportation\\_Plan/Pages/default.aspx](http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Multimodal/Transportation_Plan/Pages/default.aspx)) in which DOTD invited advocates and stakeholders to present their projects to the Regional Planning Officials (RPO) Advisory Council for consideration in the Plan.
- Q6. Does DOTD plan to purchase Transearch data for use in the Long Range Transportation Plan (LRTP)?
- A6. Yes, unless the consultant team has a better alternative; we need a freight O-D (origin-destination) data and forecasts.
- Q7. The previous DOTD TAMP identified a future desire to consider including culverts, signals, intelligent transportation system equipment, sign trusses, guard rails, cable barriers, crash attenuators, sound walls, shoulders, high mast lighting, dams and signs as well as non-NHS pavements and bridges. Will these assets be expected to be included in the TAMP?
- A7. DOTD does not intend on expanding the assets covered in the TAMP at this time. Many of these items have partial inventories and are not in a position for inclusion.
- Q8. Is the intention for this TAMP process to develop and enhance existing Transportation Asset Management (TAM) processes as part of the TAMP development or to describe existing processes? If improvements are sought in which processes does DOTD see this as most needed?
- A8. The intent is to build upon and review the existing processes and update the TAMP analysis with newer data.
- Q9. What is the current format of the State Wide Travel Demand Model? Is it a conventional Trip Based Four Step Model or an Activity Based Demand Model?
- A9. It is a conventional Trip Based Four Step Model; however, it does not have a mode choice step.
- Q10. If the format of the current model is a Trip Based Four Step Model, does DOTD have any plan on migrating to an Activity Based Model?
- A10. Not for a statewide model.
- Q11. What version of TransCAD was used in developing Highway networks used in the development of Statewide Travel Demand Model?
- A11. Version 6.

Q12. Does DOTD have any Land Use Modeling component in the State Wide Travel Demand Model?

A12. No.

Q13. Given the inclination of many MPO's within the state to move towards an integrated Activity Based Demand Model does DOTD foresee any need to establish the framework for the purpose of future planning?

A13. Not for a statewide model.

Q14. Would DOTD consider increasing the page count for DOTD Form 24-102, Item 19, Approach and Methodology due to the fact there are 13 tasks to respond to?

A14. No.