

Additional FAQs from the Inclusive Design Challenge Webinar

The following questions were asked during the Q&A portion of the Inclusive Design Challenge Webinar held June 3, 2020. They are organized into the FAQ categories found on the Challenge website, and have also been added to [that page](#).

Participant Eligibility

1. *Can my organization submit more than one proposal?*

Yes. There is no limit to the number of proposals an organization can submit, provided they meet all other eligibility requirements.

2. *Do I need to be a U.S. citizen or permanent resident to be eligible to receive a monetary prize?*

To be eligible for cash prizes, a team of Participants must include an individual who is a U.S. citizen or permanent resident of the United States or its territories. In the case of a submission by a private entity, the entity must be incorporated in and maintain a primary place of business in the United States or its territories

Evaluation and Judging

1. *What type of deliverable does “proof of concept” refer to in Stage I?*

The Stage I deliverable focuses on a concept paper, which will describe your idea in ten pages or less. Your submission package should also include a cover page, executive summary, biographical information about your team, and any supporting data or figures you wish to include. These appendices do not have a page limit. The Challenge Statement includes more detailed requirements on what to include in the concept paper.

2. *Is collaboration with disability communities encouraged or required?*

While not required, teams are strongly encouraged to identify representatives from both industry and the disability community to serve as advisors and/or team members and help inform the direction of their idea based on their knowledge and expertise.

3. *Can solutions address infrastructure?*

The focus of this challenge is accessibility for passenger vehicle design; infrastructure-specific ideas are not within this area. However, other portions of USDOT's Complete Trip Portfolio, such as the ITS4US Deployment Program or FTA's Mobility for All Pilot Program, may be of interest. Learn more at www.transportation.gov/accessibility.

4. *Will my design idea be ranked higher if it includes a broader range of disabilities?*

Design solutions will be judged on the three criteria areas: technical merit, production feasibility, and impact/benefit. Assessment of impact and benefit is not tied directly to the number of disabilities addressed.

5. *Do you plan to provide review comments on Stage I entries?*

Upon request, the U.S. DOT may share summary comments from the evaluation process. Instructions on how to request feedback will be provided when Stage I ideas are selected.

Design

1. *For the purpose of this Challenge, do passenger vehicles that operate at highway speeds include transit buses or AV shuttles?*

The focus of the Challenge is developing inclusive solutions for Automated Driving Systems - dedicated vehicles (ADS-DVs) that could either function as personal vehicles or as part of a shared private fleet. Transit buses or shuttles are not the target of the Inclusive Design Challenge, but participants may demonstrate their solution on a range of vehicles, so long as the solution is responsive to the challenge. Participants should consider features intended to be incorporated into passenger vehicles that can serve a wide range of communities and are capable of operating at highway speeds.

General

1. *How is my intellectual property protected when submitting to the challenge?*

USDOT will not obtain any rights to intellectual property without the prior written consent of the Participant. However, by submitting an entry, Participants grant to USDOT rights to review, publicize, and distribute their submissions. See the Challenge Statement for full details.

2. *Will my proposal be shared with others outside of USDOT?*

Proposal ideas that do not advance to Phase II will not be shared outside of DOT. Those selected for Phase I will be shared as part of DOT communications to its stakeholders and Stage II activities.

3. *Do the rules cover assumptions and/or constraints related to the legal license to operate an AV?*

This Challenge is focused solely on ADS-DVs. There is no expectation for passengers to perform any aspect of the dynamic driving task. However, participants may wish to design for a person with a disability to use the vehicle alone/independently.

4. *Do proposals need to consider future regulatory changes?*

Proposals should consider current regulatory requirements but not be constrained by them. If the proposed design solution conflicts with an existing regulation, for example, the proposal description should describe the conflict and explain what regulatory changes could make the concept's deployment more feasible.

5. *Will partnering workshops be available for other companies to work with researchers?*

Stage II activities will provide opportunities to learn about the Stage I finalists and provide feedback on solutions.