SS4A Comprehensive Safety Action Plan RFP 2023

Addendum 2

-       **Under Task 4, the MPO requires the consultant to "provide a statistical and probability model that will develop a regression analysis of the factors of past crashes." Clarification: It seems like the MPO asking the consultant to develop a regression model that can be used to project the number of future crashes much like a travel demand model predicts future trips, and not a probability logit model to predict the likelihood of a crash. Is this correct?** *No, what we are seeking is a model that can predict crash occurrences and severity to help identify countermeasures. There is currently a lot of work being done with crash prediction models that use the data that is being collected from vehicles and other sources to help identify crashes and the contributing factors. There may be something that can be used or recommended as part of this project, but we realize that the budget may be a limiting factor for this beyond recommendations for future activities/projects.*

-       **Under Task 4, the MPO may require the following: "Depending on the results of the crash analysis, this task may include more in-depth crash analysis in up to five areas to help answer questions raised by the MPO or stakeholders. This may include Artificial intelligence models for data and photo/video analytics, 3D models, etc."**

o   **Could the MPO clarify the expectations for this part of the task?** *The analysis of up to five different locations at a more granular level was added to the scope due to the high volume of crash data that is being analyzed at a high level and understanding that there may be a need to look at several areas in more detail to determine what is occurring to determine appropriate countermeasures. This may include reading crash reports for these areas, conducting field reviews, using some other data source to assist with the analysis etc.*

o   **For example, is the MPO asking the consultant to use AI to develop 3D photo and video renderings?** *If the Consultant has those capabilities and chooses to do that but it might be as simple as reading what is happening in the crash reports for the certain location to better determine what is happening. That detail is not something that can be done everywhere when there are roughly 27,000 crashes per year in the County.*

o   **What are the five areas that the MPO is referring to?** *That is something that will be determined by the initial crash analysis and the public and stakeholder input. In the end there may be no locations where this is done, or it may be five, but that number was picked with the understanding that there are budgetary impacts to the request.*

o   **What is meant by photo/video analytics? Is the expectation to use AI image/video analytics to evaluate corridors for safety issues and concerns?** *If that is a capability that is possible, but it may also just be using video data collection at a certain location to view what is occurring to determine countermeasures and to possibly show driver behavior for use in the outreach and education activities.*

-        **Also under Task 4, is it yet know whether the FDOT Vision Zero study will include study of, and identify countermeasures for, the entire intersection with municipal maintained roadways, including the municipal maintained approach(es), or whether the FDOT study will include just the portion of the municipal maintained roadway within the State Road right-of-way?** *Our assumption, from our interactions we have had to date, is that the analysis of countermeasures along the state road system will include all of the issues occurring at an intersection for determining countermeasures.*

-        **Does the FDOT Vision Zero Study also include a GIS web application combining crash data with other available data layers, and as a result this scope will include a coordination effort with the FDOT consultant, or will the web application developed for this scope also be responsible for incorporating the FDOT Vision Zero Study crash data?** *The FDOT study includes a GIS database as well so yes there will be coordination efforts needed to share the data.*

-        **How is the website scoped different from Signal4's public-facing website? Is it different because other data sources will be overlayed with the crash data? If so, can the MPO republish the crash data per Signal4's policy of use?** *Yes, it is different due to the other data sources that are included. For public access, the crash data may not include much more than the location and type of crash as you note that the Signal4 access can provide other crash data comparisons for public access.*

-        **Is the Technical Report described in Task 4 intended to be separate from or part of the Comprehensive Safety Action Plan in Task 7?** *No, it is intended to be a part of the Safety Action Plan, but the technical report information and data is needed at that point to determine countermeasures.*

-        **Do subconsultants also need to provide insurance requirements to the same level as the prime consultant?** *No, our contract is with the prime so you may follow your company requirements with the contract you have with your sub consultants.*

-        **Does the RFP response need letters of intent from subconsultants?** *No.*

-        **Are cover and divider pages included in the page count?** *No.*

- **Are there any constraints on Other Direct Costs that we should be aware of?** *That they meet federal requirements for direct costs.*

- **Will the compensation method be billing rate? And if so, is there a specific template the MPO uses to derive these rates?** *Yes. We do not have a specific template and what we usually get is what has been approved through FDOT's processes.*

- **Pg. 50, Clause 19 Project Professional Liability – Can the MPO please confirm that a project specific Professional Liability policy will not be required for this project?** *Yes, the project specific professional liability will be removed from the project and contract language.*

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