

**TJPDC-2023-05 Comprehensive Safety Action Plan
Questions and Answers**

- 1. Will you please confirm that the SS4A Self-Certification Eligibility Worksheet is just for reference and does not need to be completed and submitted with the proposal?**

The SS4A Self-Certification Eligibility Worksheet is intended to demonstrate the requirements that the completed Comprehensive Safety Action Plan must meet per the Safe Streets and Roads for All Notice of Funding Opportunity. It should not be completed and submitted with the proposal.

- 2. Can the TJPDC provide its insurance coverage requirements?**

Yes. The offeror must maintain the following minimum liability limits of insurance:

Commercial General Liability

- \$1 million Each Occurrence (Bodily Injury, Property Damage, Personal and Advertising Injury)
- \$2 million General Aggregate

Owned and/or Non-Owned Automobile Liability

- \$1,000,000 Each Accident

Workers Compensation Insurance

- \$100,000 Bodily Injury Each Accident
- \$100,000 Bodily Injury Disease Each Employee
- \$500,000 Bodily Injury Disease policy limit (unless sole proprietor)

Excess Liability

- \$1,000,000 Each (CGL/AL/EL) Occurrence

- 3. If the offeror has exceptions to Attachment B, can offeror include exceptions list in proposal documents?**

No. Per the RFP, the offeror must accept TJPDC's Terms and Conditions as attached to the RFP. Offerors who do not accept the Terms and Conditions stated in the RFP will be considered non-responsible.

- 4. As written, TJPDC's indemnification language is overly broad and subjects the Contractor to uninsurable claims. Would the TJPDC be amenable to the adjustments in the indemnification language?**

No. Please see the response to Question 3.

- 5. For the cost estimation, should the offeror break down costs by jurisdiction, in addition to the project tasks and deliverables?**

Yes.

- 6. Under Task 2, are jurisdiction meetings intended to be in-person or virtual?**

A member or members of the consultant team should be available to attend the jurisdictional meetings listed in Task 2 in-person for the purposes of estimating travel costs. However, individual jurisdictions may allow/prefer virtual attendance at these meetings.

- 7. For recurring meetings not identified as in-person, do we have the flexibility to make these virtual only to cut down on travel costs?**

Yes, but please see the clarification on Task 2 in Question 6.

Please note that TJPDC staff is seeking clarification on whether the stakeholder meetings may need to occur in-person. However, even if in-person meetings are required, consultants may still participate remotely if needed.

- 8. Related to Task 2, does TJPDC maintain a list of current regional stakeholders or advisory committee members?**

The TJPDC maintains lists of engaged and identified stakeholders from previous projects and ongoing committee participation that can be provided to the selected consultant team upon contract award.

- 9. Related to Task 3, will the consultant team be required to collect new data if identified?**

Consultants should identify gaps in data used in the VDOT-developed data and work with the TJPDC staff and stakeholder group members to determine the most appropriate ways to address potential data gaps for the purposes of developing a Comprehensive Safety Action Plan that considers all users. The expectation would be for the consultant team to identify and use supplemental data from other existing data sources or develop targeted public engagement strategies among communities that are likely to be impacted or effected where data gaps currently exist as part of this project. Where gaps in existing and supplemental data remain, consultants should identify the limitations in the existing analysis and may consider developing recommendations for how that data could be collected or maintained for consideration as a regional or locality-specific countermeasure.

- 10. Related to Task 7, does TJPDC anticipate engineering countermeasures taking precedent over other 4E measures?**

It is the intention of this project to support the identification of a range of countermeasures. However, we know our local governments will be working towards developing implementation project applications following the completion of the Comprehensive Safety Action Plan, which will likely focus on engineering countermeasures.

11. Related to Tasks 9 & 10, will regional Comprehensive Safety Action Plan adoption be contingent upon adoption by every local jurisdiction?

No. However, lack of adoption by any jurisdiction could be considered in the decision of the Commission to adopt the plan.