

**REQUEST FOR PROPOSALS
PREDICTIVE CRASH ANALYSIS SOFTWARE**

Questions and Responses

Question #1: Cost of set up, calibration, and maintenance (per hour)-Aggregate one time cost for set up, system integration, calibration is asked for here? This cost will not be included in Annual Total?

Maintenance, on the other hand, is an annual expenditure- In addition to the hourly rate for this service estimate of annual expenditure on maintenance is asked for here and this cost will be included in the Annual Total?

Response: Please see below for additional clarification on how to complete the pricing table:

1. Annual cost of software/tool/license – The total annual cost of the software, not including one time set up/calibration costs, maintenance, or technical assistance.
2. Number of included licenses – Indicate the number of licenses included in the annual cost of software/tool/license from the line above.
3. Annual cost of each additional license – if additional licenses can be purchased but are not included in the annual cost from the first line, indicate those costs per license here. Otherwise leave this line blank.
4. Cost of set up, calibration, and maintenance (per hour) – Include the cost per hour for any initial set up and calibration costs. If proposing to develop NCTCOG specific Safety Performance Functions (SPF)s include those costs here as well. This line should be initial costs within the first year of contract, not ongoing annual costs. An estimate of how many hours are anticipated for set up and calibration would be helpful.
5. Ongoing Technical Assistance (per hour) – Include the cost per hour of technical assistance and ongoing maintenance of the software. Include these costs (calculated as cost per hour x estimated hours per year) in the annual total.
6. Other annual or one-time costs – report any additional costs that are not specifically requested in another part of the pricing table, but do not include these costs in the annual total.

Annual Total – Include totals for lines 1, 3, and 5 in this line.

Question #2: Ongoing Technical Assistance (per hour)-In addition to hourly rate for this service estimate of annual expenditure is asked for here and this cost will be included in the Annual Total?

Response: Please see the response to question #1 for clarification.

Question #3: Please detail what is the base budget contemplated for this contract? And, in relation to this, how will the project cost criterion (valued at 35% according to the selection criteria) be evaluated? Will a linear comparison between the highest and lowest proposals be used? Or will it be by means of a specific formula?

Response: NCTCOG has declined to release a base budget for this RFP. Proposals will be scored using a linear comparison between the highest and lowest cost.

Question #4: Please describe what is the expected project plan for the different phases that can be anticipated (design and definition of use cases, system deployment, integration with data sources, availability of the analysis tool)? Is the evaluation of this linear or do you use a formula?

Response: Creation of a project plan is the responsibility of the proposer if needed. Evaluation will be linear and schedule will be calculated as 5% of the total project score.

Question #5: As Project Cost is the most valued aspect in the selection criteria, please describe the procedure for the comparative evaluation between the different proposals.

Response: Please see the response to question #3.

Question #6: In the ADDITIONAL REQUIREMENTS section of the RFP, it states that the Proposer must "include a description of technical hardware, software, equipment, and professional services to be used in carrying out the proposed service." Is a proposal that incorporates the use of a public cloud infrastructure (e.g. Microsoft Azure) rather than the installation of specific hardware for an on-premise deployment acceptable by NCTCOG?

Response: A public cloud environment is acceptable, please detail the service that will be used.

Question #7: Please confirm that NCTCOG uses the terms "higher than expected" and "higher than predicted" as per the HSM definitions of predictive (using physical characteristics of the road and traffic volume) and expected (including the crash frequency observed)?

Response: Yes, NCTCOG uses those terms as defined in the Highway Safety Manual (HSM).

Question #8: Would NCTCOG value positively the incorporation of technologies related to Artificial Intelligence and Machine Learning as a complement, or even an alternative, to the methodology defined in the HSM? Ultimately, the goal would be to cover the objectives defined in the project, using the metrics and indicators defined in the HSM and in the RFP, by means of technologies that allow us to improve the knowledge related to what type of factors or predictors have a greater impact on the occurrence of crashes.

Response: Proposals are welcome to include any AI or machine learning technologies as a complement to HSM methodologies if they can reasonably be demonstrated to provide additional value or accuracy, but these technologies will not be considered as a separate alternative to HSM methodology.

Question #9: Will the software be utilized only by NCTCOG employees, or will it be utilized by all NCTCOG stakeholders?

Response: We envision that this software will be used by NCTCOG staff only. However, if it is possible to share software with stakeholders (counties/municipalities within the NCTCOG area) please specify that in the proposal along with any additional requirements that would need to be met.

Question #10: Is it possible to have Disadvantaged Business Enterprise (DBE) participation that is registered outside the State of Texas? If not, is it possible to submit proposal and be considered with DBE participation from another state assuming that this DBE firm will be able to obtain DBE registration in Texas at the time of the start of the project?

Response: NCTCOG will accept any DBE certification from a member of the Texas Unified Certification Program. NCTCOG would accept a proposal that showed a DBE firm had applied for and initiated the certification process in Texas. Costs associated with that DBE would not count toward the DBE goal until the firm had been fully certified in Texas.

Question #11: Does NCTCOG have its own Safety Performance Functions or for the purpose of the Predictive Crash Analysis Software the Highway Safety Manual (HSM) SPFs will be utilized?

Response: NCTCOG has not yet developed its own SPFs. HSM SPFs may be proposed, or the proposal may recommend developing SPFs for the NCTCOG region for greater accuracy.

Question #12: If NCTCOG does not have its own SPFs and do not wish to utilize the HSM SPFs, should the responder to the subject RFP include in the proposal the cost of building NCTCOG specific SPFs?

Response: Please see the response to question #11. If proposing to build NCTCOG specific SPFs, please include the estimated cost of development in line 4 of the pricing table. (Cost of set up, calibration, and maintenance)

Question #13: Is there any specific format required by NCTCOG when it comes to Affirmative Action Plan?

Response: NCTCOG does not have a standard format for receipt of the affirmative action plan. Proposers may include those documents however it best makes sense for delivery of the information.

Question #14: Proposers may submit one hard copy or one flash drive of the proposal to Kevin Kroll.

Does this mean either or, and hard copy is optional, then flash drive in concert with email submittal will suffice? Please clarify if hard copy is required.

Response: Yes, proposers have the choice of providing either one hard copy proposal or a flash drive with a PDF of the proposal for the in-hand submittal requirement. Proposers should also email a courtesy copy of the proposal to TransRFPs@nctcoq.org.

Question #15: Considering COVID restrictions, what if anything needs to be notarized?

Response: Due to COVID restrictions, NCTCOG will waive the requirement for a notary seal on all documents.