



## **Response to Inquiries**

### **MetroCOG Regional Safety Action Plan: Phase II Crash Hot Spot Countermeasure Suitability Analysis and Demonstration Activities**

*Inquires and responses will be posted at [www.ctmetro.org](http://www.ctmetro.org) no later than October 24th, 2025. Please note that MetroCOG will respond to technical questions only. No interpretive guidance, written or oral, regarding this RFQ will be given and no phone calls will be accepted. Written approval by MetroCOG is required prior to public disclosure of submissions intended for MetroCOG. Interested consultants are expected to monitor [www.ctmetro.org](http://www.ctmetro.org) for amendments and responses to inquiries.*

The Connecticut Metropolitan Council of Governments received the following questions:

QUESTION 1: Was the FHWA grant application done in house?

RESPONSE: **Yes, MetroCOG's FY24 Safe Streets & Roads for All (SS4A) Planning and Demonstration Grant Application was completed in house. The application was completed by staff.**

QUESTION: 2: Is a copy of the grant application available to the public?

RESPONSE: **Yes, a copy of MetroCOG's Safe Streets & Roads for All FY24 Planning and Demonstration grant application narrative can be accessed at the following link: [https://s3.us-east-1.amazonaws.com/GBRC\\_Transfer/MetroCOG+SS4A+FY24+Application+Narrative.pdf](https://s3.us-east-1.amazonaws.com/GBRC_Transfer/MetroCOG+SS4A+FY24+Application+Narrative.pdf)**

QUESTION: 3: Approximately what percentage of the grant is being allocated for this phase of the project?

RESPONSE: **MetroCOG is following a Qualifications Based Selection (QBS) process for selecting the preferred consultant. As per the RFQ, responses will be reviewed by an RFQ Selection Committee established by MetroCOG. Responses will be reviewed on the evaluation criteria listed below.**

- Qualifications & Experience with NEPA, Demonstration Activities, and CTDOT
- Project Understanding/Approach to Scope of Services
- Project Organization, Schedule, and Staff Commitment
- Completeness, Feasibility, and Quality of Response

Upon review of responses, the RFQ Selection Committee may elect to interview a select number of firms. Upon completion of the interviews, the RFQ Selection Committee will recommend the preferred consultant (or consultant team) and will authorize MetroCOG to notify the consultant of their selection and begin contract negotiations.

The preferred consultant will be notified of the decision of the RFQ Selection Committee and contract negotiations will commence immediately upon notification. MetroCOG and the preferred consultant will work to finalize the Scope of Services, Project Budget, and legal Professional Services Agreement. At the end of the negotiations, the contract shall be awarded. If a negotiated agreement and fee cannot be mutually agreed to by both parties, MetroCOG will terminate negotiations and begin negotiations with the next highest rated firm.

QUESTION: 4: Is there a specific MWBE or other subconsultant percentage requirement?

RESPONSE: The United States Department of Transportation (US DOT) recently issued an Interim Final Rule (IFR) making changes to the Disadvantaged Business Enterprise (DBE) Program effective October 2, 2025. In response to the IFR, the Connecticut Department of Transportation (CTDOT) issued a letter to partner agencies on October 10<sup>th</sup>. The letter states that “Effective immediately, DBE goals on all active, federally eligible contracts are zero percent”. MetroCOG continues to communicate with FHWA and CTDOT on further clarification of the DBE Program and any specific percentage requirements. The IFR can be accessed here:

[https://www.federalregister.gov/documents/2025/10/03/2025-19460/disadvantaged-business-enterprise-program-and-disadvantaged-business-enterprise-in-airport#:~:text=This%20interim%20final%20rule%20\(IFR,with%20law%20and%20the%20U.S.](https://www.federalregister.gov/documents/2025/10/03/2025-19460/disadvantaged-business-enterprise-program-and-disadvantaged-business-enterprise-in-airport#:~:text=This%20interim%20final%20rule%20(IFR,with%20law%20and%20the%20U.S.)

QUESTION 5: Will the winning consultant have access to the previous safety analysis, data, engagement lists, and the HIN developed as part of the Safety Action Plan?

RESPONSE: Yes, the winning consultant will have access to all previous safety analysis, data, engagement lists, and High Injury Networks developed as part of previous Safety Action Plans. MetroCOG’s 2022 Safety Action Plan, as well as the 2023 and 2024 annual updates are publicly available at the following link under the “Safety Action Plan” header:

<https://ctmetro.org/transportation/transportation-planning/>

QUESTION 6: Was there any engagement completed that is not already listed in the report, if so, can you describe?

RESPONSE: All engagement that was completed as part of the process of developing the Safety Action Plan and subsequent updates are documented within the plan documents.

QUESTION 7: Did MetroCOG work with a consultant to complete the three prior reports or were those completed in-house?

RESPONSE: MetroCOG staff were solely responsible for developing all three previous Safety Action Plan documents, with input from municipal staff and members of the Transportation Technical Advisory Committee.

QUESTION 8: What survey and counts (e.g. speed/volume/class/turning movements) does MetroCOG have to make available for the update, Hot Spot identification, and Demonstration Plan development?

**RESPONSE:** All data used in the previous Safety Action Plans has been derived from the University of Connecticut's Crash Data Repository and CTDOT. MetroCOG utilized the Crash Data Repository to conduct further analyses to develop the Crash Hot Spots, High Injury Network, and statistics within the Safety Action Plan and updates.

**QUESTION 9:** What are MetroCOG's goals/expectations for how long the Demonstration projects should be in place (i.e. should we be planning for short term demonstrations/demonstrations that are removed in the winter or are longer term demonstrations (e.g. lasting a full calendar year or longer if successful) an option?

**RESPONSE:** Per CTDOT the CTDOT "Quick Build Complete Streets Demonstration Projects on State Roads" Directive: "Demonstration projects will only be permitted for installation during non-snow months as not to inhibit plowing operations. This timeframe falls between May 1 – October 31. All projects must be removed by October 31<sup>st</sup>." The full directive can be viewed at the following link: <https://portal.ct.gov/dot/-/media/dot/policy/quick-build---complete-streets-june-2024.pdf?rev=8bdf2defaede402e921b3154951157af&hash=BC750792080082225D96EF6FDDDF26E72>

**QUESTION 10:** What percent of the total SS4A award does MetroCOG anticipate spending on materials/construction for the 4 demonstration projects?

**RESPONSE:** As an RFQ, MetroCOG is seeking responses that adhere to the Evaluation Criteria outlined in Section 7 of the RFQ. Respondents should demonstrate their qualifications, experience, project understanding and approach to the scope of services. The preferred consultant will be notified of the decision of the RFQ Selection Committee and contract negotiations will commence immediately upon notification. MetroCOG and the preferred consultant will work to finalize the Scope of Services, Project Budget, and legal Professional Services Agreement.

**QUESTION 11:** What is the total budget available for this project?

**RESPONSE:** MetroCOG is following a Qualifications Based Selection (QBS) process for selecting the preferred consultant. As per the RFQ, responses will be reviewed by an RFQ Selection Committee established by MetroCOG. Responses will be reviewed on the evaluation criteria listed below.

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**QUESTION 12:**

What is the breakup of budget among the base phase, option phase 1 and option phase 2?

**RESPONSE: Please see the response to Question 11 above.**