**PART IV: RFI RESPONSE TEMPLATE**

Responders can download a Word version of the Template to input their responses, or they can opt to provide them in a separate format.

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| **0. General Information** |
| **Organization Name (or names if submitting as a team):** |
| **Street Address:** |
| **City, State, Zip:** |
| **Primary Business:** |
| **Point of Contact Name:** |
| **Title:** |
| **Phone:** |
| **Email:** |
| **Organization Web Address:** |

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| **Objective 1.0: Integrate multi–discipline, yet overlapping technical, social, and economic considerations into a series of transportation and climate resilience recommendations**   The development of recommendations will require expertise on a number of interrelated topics, including transportation planning, engineering, and traffic modeling across a wide range of surface modes; climate modeling and vulnerability assessments; economic forecasting, infrastructure design, and site -level resilience. | | | |
| 1.1 | | What have you learned from past place-based, multi-disciplinary planning initiatives with a focus on transportation systems? How have you organized your teams, what has worked well, and what could have been improved? | |
| 1.2 | | How would you propose undertaking this analysis? How would you suggest phasing and conducting transportation, climate assessment, and design analysis to ensure the following can be achieved?   * Identification and conceptual design of short-term, non-structural transportation interventions to address existing circulation, access, safety, and flooding issues. * Help for the City and its partners to identify and develop competitive applications for state and federal funding to support medium- to long-term transportation, flood mitigation, and related infrastructure investments to support the Lower South's ongoing economic development and vitality. * Identification of timely recommendations to include, potentially, as early action items for the I-95 Section CSP project, including climate vulnerability and suggested design changes (e.g., additional ramps to expand capacity). | |
| 1.3 | | To undertake this complex planning process will require a wide range of professional expertise. How would you build and staff your team? What capabilities does your firm have and what capabilities would you bring from other firms? | |
| 1.4 | | Provide a table listing your proposed set of tasks and estimated fee to complete them. [Note: this is intended to give a sense of costs, trade-offs, and opportunities; teams will not be held to these estimates.]How would you suggest the City structure a contract to allow for flexibility in the timing of these tasks? | |
| **Objective 2.0: Leverage existing analysis, identify and fill remaining data and modeling gaps, and engage with stakeholders to create a shared understanding of risks to transportation systems, the economy, and area communities related to changes in land uses, growth and climate change.**  There have been numerous transportation, master planning, and flood modeling studies in the Lower South area. [See List of Existing Studies (Appendix B) and Inventory of Available Climate Data and Modeling (Appendix C)]. | | |
| 2.1 | What additional data is required to assess existing conditions, identify transportation challenges and vulnerabilities, and recommend promising interventions to address these risks? How would you identify and address gaps in available data? How would you propose to assemble and align this data and address conflicting information? | |
| 2.2 | Appendix C lists potential planning parameters (e.g., study timeframes) for this analysis. What changes would you suggest to best align with ongoing and expected transportation analyses, available climate data, development plans, and federal funding opportunities? | |
| 2.3 | Which types of assessments would you recommend to meet the objectives of this planning process? In addition to baseline transportation and climate analysis, how would you propose to assess and/or address:   * the impact of completed, proposed, and committed infrastructure investments and other interventions in the Study Area on transportation demand (by mode), access, safety, and circulation patterns; * transportation-related challenges, access, risk and intervention efficacy for vulnerable populations; * economic risk to property owners/facility operators and the City if transportation and climate risks are not addressed or not addressed in a coordinated fashion; * fiscal risk to the City, and the city and regional economy as a whole; and * the changing nature of risks over time?   What specific analytical or modeling tools do you see as appropriate to assess these questions over such a large study area, balancing breadth and depth of analysis? | |
| 2.4 | How would you seek feedback from the diverse range of stakeholders about their varying risk tolerances? | |
| 2.5 | How would you ensure the outcomes of the assessments are actionable by the City, State, and its partners and allow for the assessment and prioritization of potential interventions to address transportation issues and challenges as well as climate-related risks? | |
| 2.6 | What will be the quantitative and qualitative outputs of your analyses? | |
| 2.7 | How will your analysis and/or modeling methodology account for the potential need to incorporate updated climate projections or other changing information at a later point? | |

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| **Objective 3.0: Identify short-, medium-, and long-term interventions to address transportation challenges and climate risks; conduct analysis and stakeholder engagement to prioritize those solutions most aligned with stakeholder goals.** | |
| 3.1 | What would be your approach to identify and assess specific, new interventions that address the identified risk and align with the Lower South Infrastructure Improvement Plan goals? |
| 3.2 | How would you quantify order of magnitude benefits and costs for different interventions? |
| 3.3 | How would you mitigate the potential for unintended consequences of planned and proposed interventions? (e.g., increasing flood risks to neighboring properties, increasing congestion within a surrounding community) |
| 3.4 | The City is already conducting or has planned a number of parallel community engagement, relationshipbuilding, and capacity enhancing initiatives. (See Appendix D). In addition to meetings and workshops, what additional communication tools would you propose to seek meaningful input and keep public and private stakeholders informed? |
| 3.5 | How would you suggest structuring this planning process to ensure it is transparent and inclusive as it connects to ongoing and planned efforts? |
| 3.6 | How would you address and align disparate stakeholder interests and priorities? |

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| **Objective 4.0: Recommend mechanisms to facilitate implementation of the Plan recommendations, including funding mechanisms and governance structures.** | |
| 4.1 | How would you ensure outcomes of analysis and recommended interventions are positioned to help secure implementation funding? |
| 4.2 | How would you identify new and/or innovative funding streams beyond existing state and federal grant opportunities? |
| 4.3 | How would you develop recommendations to support ongoing collaboration, transparency, and accountability around the implementation of critical transportation and climate resilience interventions? |