



CAPITAL REGION
**Transportation
Council**

RFP ADDENDUM No. 1

Date: **May 19, 2026**

Project Name: **Capital Region Resilience Improvement Plan**

Solicitation No: **2134160**

RFP Opening Date: **Monday, April 20, 2026**

To: All Interested Vendors:

The Request for Proposals (RFP) for the Capital Region Resilience Improvement Plan is modified as set forth in RFP Addendum No. 1. The original RFP document remains in full force and effect, except as modified by Addendum No. 1, which is hereby made part of the RFP. Respondent shall take Addendum No. 1 into consideration when preparing and submitting a Proposal.

Addendum No. 1 provides answers to RFP questions received from prospective vendors. Questions and Answers are organized in the order they were received.

Acknowledgement Requirement. All Addenda issued by the Capital Region Transportation Council shall be acknowledged and included in the Proposal and made part of the Contract Documents. Failure to acknowledge and include all Addenda may be sufficient cause for rejecting a Proposal.

Capital Region Resilience Improvement Plan

Questions and Answers

May 19, 2026

1. Would it be possible for you to make the bidders' list available to us?

Yes, the Transportation Council has provided the list of firms that requested the RFP at the end of this document.

2. Can you please confirm the following: Bid Time, Estimated Project Value, Start Date, List of Plan Holders or Bidders, and if the project is funded by America Rescue Plan, Stimulus Money or Build Back Better Plan funds.

The RFP was issued April 20, 2026 and proposals are due June 3, 2026. The start date is TBD; estimated to be July 2026. The budget is \$200,000 for consultant services. The Transportation Council has provided the list of firms that requested the RFP at the end of this document. The project is funded with FHWA Surface Transportation Block Grant (STBG) funds.

3. Could you tell me more about "The plan should include discussion of the 'business case' for investment in resiliency improvements and the importance of resilience to the safety and economic vitality of the region." under Task 5? Should the plan have specific economic analysis of proposed strategies — for example a benefit-cost analysis?

Please include narrative discussion of the value of investing in resilience improvements, explaining that money may be saved in the long-term if the resilience improvement is less costly than the repair it averts. Specific economic analysis, such as a benefit-cost analysis, is not required, though the consultant may propose to prepare such if helpful to make the business case.

4. Does the Transportation Council maintain a list of firms that have expressed interest in bidding as primes on this project.

The Transportation Council has provided the list of firms that requested the RFP at the end of this document. We do not know which firms may be interested in bidding as prime firms.

5. Are there any upcoming networking events, pre-bid conferences, or other opportunities for MWBE firms to connect with prospective prime bidders?

No, not for this study. This is a planning study with a budget of \$200,000, and no networking events are planned.

6. Would work on this contract preclude the selected consultant from future work resulting from the findings of this study? **No.**
7. Does the Transportation Council maintain an existing physical infrastructure dataset that will be made available to the consultant team?

The Transportation Council will provide datasets relating to roads, rails, bridges, and bicycle/pedestrian trails. Detailed roadway information will be provided via the NYSDOT RIS (Roadway Information System) dataset. We can provide travel volumes and condition information for most bridges and roadways. Additional infrastructure data, as identified in the Task 2 Data Collection Plan, may be provided by the Transportation Council or stakeholder agencies including NYSDOT and NYSDEC as available. The NYS Resilience Plan is in final review at NYSDOT and will be provided as a reference document when available.

8. Is there an anticipated number of high priority facilities, problem statements, or concept projects expected as part of the Vulnerability Assessment?

No specific number is required. The consultant may determine what number of high priority facilities, problem statements, and concept projects may fit within the budget. The risk-based assessment should be used to prioritize facilities.

9. Is the expectation to develop planning level cost estimates for every concept project, or only for those ultimately identified as "high priority"? Task 5 appears to suggest the latter, but we would appreciate confirmation.

For each facility identified as high priority in the vulnerability assessment, a concept project with associated planning-level cost estimate should be prepared.

10. Can the Transportation Council provide a required or expected hazards list for the assessment? For example, should heat and winter storm hazards be included alongside flooding, storm surge, and slope related hazards?

The list of hazards identified by the PROTECT Program Guidance can be used as a starting point (sea level rise, flooding, wildfires, extreme weather events, and other natural disasters). Additional hazards may be identified via stakeholder collaboration. The Task 3 Vulnerability Assessment may be used to narrow the list down to only the hazards expected to be most impactful. The NYS Resilience Plan is in final review at NYSDOT and will be provided as a reference document when available.

11. Will Regional Stakeholder Committee meetings be held in hybrid format, or should the consultant assume fully in person meetings?

Hybrid; the Transportation Council conference room can be used for those attending in-person.

12. For the Funding and Implementation Plan, does the Transportation Council expect a monetized benefit cost framing, or would a qualitative business case narrative be sufficient?

A qualitative business case narrative is sufficient. If quantitative analysis would be helpful, the consultant may propose to include it.

13. The RFP mentions use of the regional STEP model in PTV Visum software. Does the Transportation Council require the consultant to perform modeling within the PTV Visum environment or the Council open to the consultant extracting data from the STEP model and performing the Vulnerability Assessment (Task 3) using external tools?

Modeling is not required to be performed within PTV Visum. The use of external tools is allowed. If the consultant proposes that Transportation Council staff run analyses with the STEP Model, the level of effort needed from our staff should be described in the proposal.

14. Beyond the STEP model, what specific GIS (e.g., ArcGIS Pro versions) or data management software does the Council use?

We have ArcGIS Pro and Microsoft Office (including Access).

15. Can you share more information about the Capital Region's infrastructure datasets, beyond what's contained within the NYS GIS Clearinghouse?

The Transportation Council will provide datasets relating to roads, rails, bridges, and bicycle/pedestrian trails. Detailed roadway information will be provided via the NYSDOT RIS (Roadway Information System) dataset. We can provide travel volumes and condition information for most bridges and roadways. Additional infrastructure data, as identified in the Task 2 Data Collection Plan, may be provided by the Transportation Council or stakeholder agencies including NYSDOT and NYSDEC as available.

16. Could you provide additional details on the availability and stewardship of geospatial data regarding retaining walls, emergency response facilities, and highway-side garages?

Data on existing retaining walls and highway-side garages will be provided by NYSDOT, as available. We understand data provided on slopes and retaining walls may not be comprehensive, and the consultant is only required to consider assets that stakeholders are able to identify (you are not required to prepare a comprehensive inventory of retaining walls from scratch). Data on emergency response facilities is available from each County's Hazard Mitigation Plan, and additional data may be provided during the stakeholder coordination process.

17. Does CRTM anticipate evaluating hazards beyond flood, wildfire, and landslide (e.g., winter weather, extreme heat, severe wind), and if so, which should be in-scope?

The list of hazards identified by the PROTECT Program Guidance can be used as a starting point (sea level rise, flooding, wildfires, extreme weather events, and other natural disasters). Additional hazards may be identified via stakeholder collaboration. The Task 3 Vulnerability Assessment may be used to narrow the list down to only the hazards expected to be most

impactful. The NYS Resilience Plan is in final review at NYSDOT and will be provided as a reference document when available, and may provide a list of hazards appropriate to NY State.

18. How many project concepts or strategies are expected to be developed and carried forward at a planning level?

No specific number is required. The consultant may determine what number of high priority facilities, problem statements, and concept projects may fit within the budget.

19. Are the Regional Stakeholder Committee meetings expected to be virtual?

The meetings may be hybrid; the Transportation Council conference room can be used for those attending in-person.

20. Do all municipalities have an emergency plan? Should this include non-governmental entities such as utilities, hospitals, colleges and universities, airports, Port of Albany and rail roads?

Municipalities do not typically have hazard mitigation plans, as the four County-level hazard plans are multi-jurisdictional and included participation from (most) constituent municipalities. The consultant should, at a minimum, review the four County-level hazard plans as a starting point. For the purpose of the literature review, the consultant should review plans from other non-governmental agencies to see if there is any data or recommendations relating to surface transportation infrastructure that is noteworthy. The Resilience Improvement Plan is intended to focus on surface transportation assets that may be eligible for FHWA PROTECT Program funds or other FHWA funds.

21. Will the chosen consultant have access to the Visum software thru the CDTC licensing?

We are not able to provide access to the PTV Visum software itself; however, we can provide STEP Model data files to the consultant. Please describe the use of the STEP Model in the proposal. Transportation Council staff may be able to handle certain analyses in-house.

22. Should State funding sources be considered for resilient strategies as well as federal funds in stage 4?

Yes, and the Regional Stakeholder Committee may help identify appropriate state funding opportunities such as the New York State Environmental Bond Act funds. See Task 5 for details on the Funding and Implementation Plan.

23. For Task 2, will CRTC provide any GIS data, base mapping, or existing asset inventories to streamline the data collection effort?

The Transportation Council will provide datasets relating to roads, rails, bridges, and bicycle/pedestrian trails. Detailed roadway information will be provided via the NYSDOT RIS (Roadway Information System) dataset. We can provide travel volumes and condition information for most bridges and roadways. Additional infrastructure data, as identified in the

Task 2 Data Collection Plan, may be provided by the Transportation Council or stakeholder agencies including NYSDOT and NYSDEC as available.

24. Has the STEP model been run recently, and would CRTC be able to share the existing model outputs (e.g., traffic volumes, origin-destination data) as background data for the study, or would the consultant be expected to run the model fresh?

Yes, the STEP model is kept up-to-date and CRTC can provide existing model outputs including traffic volumes and O-D tables if requested. Please note in your proposals what model outputs you would like us to provide.

25. Does CRTC have a set idea on who will be the members of the Regional Stakeholder Committee?

The Regional Stakeholder Committee is expected to be comprised of representatives from NYSDOT, NYSDEC, CDRPC, each of the four counties (Albany, Rensselaer, Saratoga, and Schenectady), certain municipalities, and others. Group membership is still being determined.

26. Has CRTC identified prospective members for the Regional Stakeholder Committee, or is that still to be determined?

See answer above.

List of firms that requested the RFP package:

AKRF
Arcadis
Arch Street Communications
Arup
Barton & Loguidice
Boswell Engineering
Breakthrough Leadership Consulting
Buro Happold
Cambridge Systematics
Colliers Engineering & Design
ConstructConnect
CPCS
Dewberry Engineers
Eastern Research Group (ERG)
EBP
evolve
Foursquare ITP
Guidehouse
GZA
H2M

Hagerty Consulting
Highland Planning
ICF
IMEG
JMT
KLE Consulting
LaBella
Marine Tiger Technologies
McFarland Johnson
Melissa Johnson Associates
Metropolitan Strategies & Solutions
MJ
MUD Workshop
One Architecture
PWXPRESS
RSG
Socotec
Stacked Concepts
Stantec
STVINC
Thornton Tomasetti
Tighe & Bond
Transportation Engineering & Consulting Services
TYLIN
Urban Strategies
Weston & Sampson
WW+P