



**The Mayor's Fund
for Philadelphia**

REQUEST FOR PROPOSALS

Lower South Infrastructure Resilience Collaborative On-Call Services

Issued by:

The Mayor's Fund for Philadelphia

On behalf of The City of Philadelphia, Office of Transportation, Infrastructure, and Sustainability
and Office of Sustainability

All questions and requests for clarification concerning this RFI must be submitted to
mayorsfund@phila.gov and sustainability@phila.gov by 5pm on January 20, 2023.

Responses to this RFP must be received no later than 5pm on February 10, 2023. A pdf version of the
response must be emailed to: mayorsfund@phila.gov and sustainability@phila.gov.



SECTION I: INTRODUCTION

A. Invitation to Submit Proposal

In May 2022, the Mayor's Fund for Philadelphia ("Fund") released the Lower South Infrastructure Improvement Plan Request for Information ("RFI") on behalf of the City of Philadelphia Office of Transportation, Infrastructure, & Sustainability ("OTIS") and Office of Sustainability ("OOS"). The Fund received full submissions from eight teams, comprising over thirty partner firms.

As a firm that led one of the completed RFI submissions, the Fund is pleased to invite you to submit a proposal in response to this Request for Proposals ("RFP"). The Services to be performed and the Project are outlined in the sections below. Only applicants invited to submit a response to this RFP may apply. Only respondents to the Lower South Infrastructure Improvement Plan RFI are eligible to receive an invitation to apply. Applicants are permitted to change the composition of their teams from those presented in the RFI to best meet the requirements of this RFP.

Subject to the availability of funds and the responses to this RFP, the Fund will select a Consultant Team ("Consultant") to provide the Services and contract with the Consultant through a one-year contract with the option to renew for up to three additional years (four total years under contract). The Consultant shall be experienced in all aspects of the Services listed in Section II.

The Fund, OTIS, and OOS appreciate the thoughtful and comprehensive responses to the RFI and recognize the time and resources that went into them. This RFP is not intended to be duplicative; please feel free to resubmit information from your RFI packages that you feel sufficiently covers information this RFP seeks. This RFP is intended to provide a fair opportunity for all invited teams to put their best packages forward.

B. Project Overview

Signs of new economic promise are emerging within and around the Lower South area of Philadelphia (See Appendix A: Conceptual Study Area Map). Philadelphia International Airport (PHL) is embarking on an expansion program that will add 1 million square feet of cargo facilities and 5 million square feet of taxiway and apron expansion to accommodate increased cargo operations. To the east, the Navy Yard continues to grow into "a fully functioning Philadelphia neighborhood" with a soon-to-be updated master plan that will guide \$2.5 billion of new investment in residential, life science, and commercial spaces situated around parks and recreation trails. Neighboring the Navy Yard is the Port of Philadelphia, which is undergoing improvement to support expanded cargo capacity and operations. To the north, the Philadelphia Sports Complex includes three world-class sports venues with planning underway to develop a state-of-the-art facility to host concerts, e-sports, and other events. Near the area's center is the former PES Refinery, which is being transformed into the Bellwether District, a 1,300-acre campus for e-commerce, life sciences, and logistics.



This historic level of development calls for significant investments in infrastructure modernization and improvement - in the transportation network in particular - to meet future demand and build long-term resilience. A group of property owners and infrastructure operators located in the Lower South, **the Lower South Infrastructure Resilience Collaborative (or "The Collaborative")**, has identified the need for a plan primarily focused on mobility. This plan will balance two objectives: 1) establishing a set of solutions and coordinated actions to deliver a multi-model transportation system that accommodates inclusive growth and development in the Lower South area, while 2) ensuring its resilience to existing and expected impacts of climate change.

The Lower South Infrastructure Resilience Collaborative

Building on PennDOT convenings for the Central to South Philadelphia (CSP) I-95 Planning Study, the City of Philadelphia continues to bring together property owners, infrastructure operators, and developers in the Lower South area to discuss existing transportation challenges, longer-term needs, and collective opportunities to meet them. (See Appendix B: Lower South Infrastructure Resilience Collaborative Members)

While focused on immediate existing and expected transportation challenges, the Collaborative also has interest in addressing vulnerabilities to other major systems, including water, energy, telecommunications, and natural infrastructure.

Based on feedback received through the RFI and discussions with Collaborative members, the Fund and OTIS, OOS, and other City agencies (collectively, "the City") are pursuing a phased approach to this planning process. The Fund will conform a master services agreement (the "Agreement") with the selected Consultant. For each phase, the Fund will contract for a separate work order with discrete scope, budget, deliverables, and planning and implementation outcomes. New Work orders will be added to the Agreement as needs arise, dependent on available funding. Sample contents for Work Order #1 is provided on the next page.

C. Statement of Purpose

The City, on behalf of the Collaborative, intends to complete a multi-phase study, planning process, and implementation of a plan that addresses existing and projected transportation challenges and ensures the long-term resiliency of the transportation network and the communities it serves. Through this RFP, the Fund and the City are seeking a Consultant—or Consultant team comprising multiple firms—that can support work in the following service categories:

- Project management and coordination;
- Transportation planning and engineering;
- Climate modeling, vulnerability and risk assessments, and related climate technical services;
- Planning, urban design, architecture, and landscape architecture;
- Economic analysis;
- Infrastructure design and engineering;
- Federal funding advising, grant writing, and grant management; and



- Stakeholder engagement and facilitation.

This RFP provides an overview of the on-call Services sought by the Fund, the City, and the Collaborative, a description of submission requirements, and explains the contractor selection process. Invited applicants are invited to propose using subcontractors to perform any portion of the work sought by this RFP and are strongly encouraged to partner in their response(s). The proposals should indicate one lead firm with which the Fund would contract, with other partners operating as sub-contractors to the lead firm. The selected applicant will work with OTIS and OOS to finalize the scope of work for the first work order (Work Order #1) and subsequent scopes of work.

Work Order #1 will likely support development of an existing conditions report and planning framework; identification of near-term, no-regret interventions; development of a Phase 2 scope of work; and the completion of a federal grant application to support Phase 2 planning and/or implementation of interventions. Please note that input into the scope of Work Order #1 is not part of this RFP.

In support of this RFP, the Fund published a Request for Information, which can be found at: [The Mayor's Fund for Philadelphia](#).

D. Department Overview

The Mayor's Fund for Philadelphia ("Fund") works in close partnership with the City of Philadelphia and private sector partners to develop and run initiatives that reflect City priorities and seek to improve the quality of life for all Philadelphians. The Fund will serve as the fiscal administrator for this RFP and contracting opportunity.

The City of Philadelphia's Office of Transportation, Infrastructure, and Sustainability ("OTIS") drives change through Philadelphia's transportation and infrastructure systems. OTIS leads a group of departments and divisions that includes the:

- [Office of Sustainability](#),
- [Department of Streets](#),

Possible Work Order #1 Tasks. Note: A proposed approach and scope for Work Order #1 is not part of this RFP. This graphic is for demonstrative purposes only.

Phase 1A: Project Discovery

Tasks

- **Discovery:** Gather existing reports and data, conduct interviews, synthesize key issues and state of available data sets
- **Gap Analysis:** Identify critical data sets essential to assessing current + future state of the Study Area
- **High-level Vulnerability Assessment:** Conduct a qualitative analysis of area conditions with integrated vulnerability assessment that accounts for:
 - transportation
 - macroeconomic and geopolitical trends
 - climate change
 - supply chain localization
 - real estate trends
 - shipping and cargo demands
 - technological innovation

Phase 1B: Vulnerability Assessment, Short-Term Interventions, and Scoping

Tasks

- **Integration/standardization** of existing data
- **Transportation, climate, and economic analysis** to better understand risks and support action identification
- **Scenario planning** with order-of-magnitude costs and benefits for each scenario
- **Planning framework** development based on previous plans, engagement
- Assessment of potential **early, no-regret interventions** and identification of next steps
- High-level proposed **scope for larger study**
- Funding opportunity scan and funding **grant application**



- [Philadelphia Water Department \(PWD\)](#), and
- Office of Complete Streets.

OTIS also works with local and national organizations to advance the City's interests. Through policies and programs, OTIS provides cost-effective, quality services with a focus on residents.

The City of Philadelphia's Office of Sustainability ("OOS") is responsible for implementing Greenworks Philadelphia, the City's comprehensive sustainability plan. OOS works with partners around the city to improve quality of life in all Philadelphia neighborhoods, reduce the City's carbon emissions, and prepare Philadelphia for a hotter, wetter future. The Office of Sustainability will serve as the project manager for this effort on behalf of the Fund.

E. Problem Statement and Background

As described in the RFI, worsening access and circulation challenges in the transportation network threaten the economic growth trajectory of Lower South Philadelphia. As the area grows and land uses change, increasing personal and commercial vehicle traffic could increase volumes beyond the roadway network's physical capacity, exacerbating existing recurring congestion at key bottlenecks, constraining ingress and egress to properties and working against the City's sustainability goals.

Emerging risks, such as the accelerating climate crisis, will aggravate persistent transportation network challenges. As climate change intensifies, Philadelphia's transportation assets and infrastructure will experience ever-increasing operational disruptions and inundation from rising sea levels, storm surges, and more frequent and intense precipitation events. Without adequate adaptive measures, the physical flooding impacts of climate change increase the likelihood of stranded assets, including buildings, facilities, and potentially new sections of the multibillion-dollar reconstruction of the nearly six-mile segment of I-95 in Central and South Philadelphia (CSP). The scale of known and newly developing risk in the Lower South area calls for the pairing of immediate, targeted actions to improve access and circulation with area-wide interventions aimed at reducing long-term risk to assets' performance and value. [see Appendix C: Challenges for additional details.]

Because transportation and infrastructure networks, resiliency considerations, and economic health are of regional importance and interdependent, the need for coordination beyond municipal lines is likely necessary for the Lower South Infrastructure Resilience Collaborative. Understanding and accounting for the needs of adjacent Delaware County and its municipalities during Lower South project planning will be of mutual benefit to ensure our respective actions support one another without doing unintended harm.

F. Lower South Infrastructure Improvement Plan Goals

The Collaborative envisions the Lower South Infrastructure Improvement Plan to be a transportation network improvement strategy to help the Collaborative achieve the following shared goals:

- Alleviate barriers to efficient circulation;
- Improve and potentially identify new access routes to address existing challenges;



- Increase the resilience of the transportation systems to existing and projected climate risks, namely flooding;
- Identify interdependencies and potential cascading effects between transportation and other shared or distributed infrastructure systems (e.g., stormwater system) that may undermine the area's growth;
- Address the disproportionate negative environmental impacts of transportation on disadvantaged communities;
- Support the ongoing transformational growth of the Lower South's economic competitiveness;
- Identify and advance purpose-driven mobility innovations that further the other Lower South goals; and
- Strengthen existing and build new partnerships across the Lower South to support the growth and resilience of Philadelphia's economy and ensure ongoing implementation of the Plan's recommended strategies.

To help achieve these goals, the Plan is intended to include three primary outcomes:

- Identification of the transportation and other critical infrastructure-related risks to the area's economic competitiveness, social equity, and environmental health, as well as opportunities for improvements (e.g., limits related to the capacity of the existing transportation network, impacts of projected flooding on the transportation network).
- Development of a prioritized set of short, medium, and long-term action recommendations to address existing challenges and projected risks (e.g., short-term roadway signage, striping, and other operational changes; medium-term flood mitigation strategies to reduce road flooding; long-term new infrastructure that aligns with the City's climate action and resiliency goals)
- Implementation guidance that outlines the policies, partnerships, tools, and funding mechanisms to assist in transforming the recommendations into reality (e.g., identification of funding opportunities, best practice governance structures)

G. Study Area Boundaries

The Lower South Study Area comprises all of the Lower South Philadelphia Planning District and part of the Lower Southwest Planning District. The Study Area is bounded by the Delaware River to the East and South; the Philadelphia International Airport and the John Heinz National Wildlife Refuge to the West; and West Passyunk, the northern border of the proposed Bellwether District, I-76, and Mifflin Street to the North. (See Appendix A: Conceptual Study Area Map). This is a vast area with different modal priorities (i.e., heavy truck use in some areas, multi-modal in others), and therefore, there will likely be a need for more focused attention to specific subsets of the Study Area. The Study Area boundaries are conceptual at this point; the Collaborative is open to suggested changes to support best practice analysis.

H. General Disclaimer

This RFP does not commit the Fund or the City of Philadelphia to award a contract. This RFP and the process it describes are proprietary to the Fund and the City and are for the sole and exclusive benefit of the Fund/City. No other party, including any Applicant, is intended to be granted any rights



hereunder. Any response, including written documents and verbal communication, by any Applicant to this RFP, shall become the property of the Fund/City and at the discretion of the Fund/City, may be subject to public disclosure by the Fund/City, or any authorized agent of the Fund/City at the discretion of the Fund/City.



SECTION II: ON-CALL SERVICES

The Consultant shall provide OTIS, OOS, and the Collaborative with some or all of the services listed below (the "Services") on an on-call, as-needed basis until the earlier of: (a) maximum of four (4) years after the Commencement Date, including the one-year Contract and three subsequent one-year Contract renewals, or (b) the date on which the Contract funds are expended.

Notwithstanding the foregoing, the Consultant acknowledges that the Fund is not required to direct the Consultant to perform any minimum number of Services during the term of the Contract. The Consultant shall perform services and deliver all of the Work Product specifically described in all work orders. The scopes of work and deliverables may include but are not limited to the following services.

A. General Scope of Services

The Consultant shall provide services in support of the Lower South Infrastructure Improvement Plan listed below ("Services") throughout this multi-year planning process. The Services may include, without limitation, the following:

- Service Category A— Project management and coordination
Project Management involves the planning, scheduling, organizing, and controlling of resources to achieve specific objectives within established schedule, budget, and quality standards
 - Provide day-to-day management of the Consultant Team.
 - Develop a project schedule for each work order, agreed upon with the Fund and the City. Updates to the schedule will occur weekly, as needed.
 - Provide project management to ensure all tasks and work-products are completed successfully on time and within budget.
 - Schedule and facilitate project meetings including preparation of agendas and minutes.
 - Participate in regularly scheduled project status meetings to discuss such matters as project progress, process, cost, disputes, and scheduling. Such meetings may be called or scheduled more or less frequently.
 - Prepare reports and informational materials, which may include plan and/or strategy creation (may be represented through various work-products, including but not limited to guidelines, toolkits, manuals, memorandum etc., as well as supporting materials and communications, such as presentations, information sheets, infographics, etc.).
 - Prepare billing and status reports, submitted in accordance with the Fund's policies and procedures.

- Service Category B—Transportation planning and engineering services
Assess current conditions and issues; target short-term solutions and match with short-term funding opportunities; develop a comprehensive list of solutions targeting specific objectives; and help to assess and prioritize those solutions.
 - Compile and review existing transportation studies and other data analysis completed or under development that cover the Study Area.
 - Provide an inventory of existing traffic conditions including but not limited to automated and manual traffic counts, curbside parking regulations and off-street



- parking availability in the Study Area network, origin-destination studies, and speed runs and vehicle classification counts, if needed.
 - Define with adequate detail transportation challenges experienced by Collaborative members within the study area and in terms of regional access beyond.
 - Provide demand modeling for traffic, pedestrian/bike, and transit capacity projects and analysis— which may include, but shall not be limited to, simulation models and providing expertise in geographic information systems.
 - Provide traffic analysis of existing and future conditions per methodologies approved by OTIS.
 - Evaluate multimodal access and circulation issues, parking supply and demand, and other traffic patterns on a site-specific and project-by-project basis.
 - Develop mitigation strategies and measures including operational changes and physical improvements to ameliorate traffic and parking impacts. The Selected Applicant shall prepare cost estimates for measures proposed and prepare engineering designs as directed by OTIS and OOS.
 - Recommend strategies and resources to help the Collaborative identify and pursue innovative transportation solutions that match the distinct challenges defined above.
- Service Category C—Climate technical services

Collect and consolidate data sources, apply modeling tools and conduct assessments to properly analyze potential climate-related risks, with a particular focus on flooding, to the study area. Provide both qualitative and quantitative understanding of climate vulnerabilities, and evaluate potential solutions under multiple future scenarios.

 - Review and inventory previously identified challenges and vulnerabilities as documented in the numerous flood mitigation, planning, transportation, and environmental studies of the Study Area.
 - Build on existing available City information with assembly of data and information on past extreme weather impacts to transportation and other infrastructure systems and the identification of areas with repetitive flooding.
 - Assess existing and recommended sea level rise, precipitation, and other compound climate scenarios for use in planning. Coordinate with PWD, Consortium for Climate Risk in the Urban Northeast (“CCRUN”), Delaware Valley Regional Planning Commission (“DVRPC”), and other climate science partners to establish the most up to date planning and model inputs for sea level rise and storm surge.
 - Engage with Collaborative members and other stakeholders to identify and document how climate hazards could impact short- and long-term goals.
 - Determine which modeling tool(s) are most appropriate to answer the planning questions being put forth by the collaborative (i.e., considering the desired objectives and outcomes of this effort, which modeling tools are most appropriate for this effort?).
 - Identify needs for additional data collection and/or higher resolution modeling to reduce uncertainty related to outcomes/benefits.
 - Examine hydrological flows (e.g., conduct Hydrologic and Hydraulic (H&H) modeling) of the study area and/or sub-areas, integrating watershed-scale impacts with sewer networks to predict peak storm flows and associated water elevations to inform



- planning and design decisions. Consider multiple climate risk scenarios that include storm surge, sea level rise, and extreme precipitation projections.
- Produce a model—or expand or modify an existing model—to support evaluations of inundation impacts associated with various climate change? scenarios under combinations of current and future tidal and terrestrial flooding events. This task may include working with PWD to understand what existing rainfall data sources and H&H modeling tools can be applied to this effort.
 - Identify and conduct additional field work, monitoring, or mapping necessary to other analyses and modeling necessary to assess risk (e.g., bathymetry mapping)
 - Carry out vulnerability assessments and assess risks (social, economic, environmental) to property owners/facility operators, impacted communities, the city, and the regional economy as a whole if transportation and climate risks are not addressed or not addressed in a coordinated fashion.
 - Develop an asset inventory for the study area and conduct a risk criticality assessment.
 - Develop inventory in coordination with asset owners and maintenance staff, or engineers specializing in various asset types, who can provide information on asset sensitivity and estimates of repair cost/time; and investigate on-the-ground conditions of at-risk assets or other relevant infrastructure, where necessary (e.g., buried or underwater infrastructure, where necessary).
 - Develop a toolbox or typologies of potential actions to mitigate flood risk and evaluate alternatives to measure their effectiveness at addressing flood risks to the transportation network.
 - Determine which existing modeling tools can be applied to evaluate benefits, as well as potential adverse impacts of proposed solutions/mitigation strategies under current and future climate conditions.
- Service Category D—Planning, urban design, architectural, and landscape architectural services
Integrate findings across disciplines to create comprehensive understanding of the Study Area, develop planning framework, and recommend urban design and open space strategies to support planning goals.
 - Review existing condition information provided by City agencies, DVRPC, and Collaborative members. Analyze previous plans, studies, and documents relevant to the project to formulate the basis for the planning process.
 - Help to create an understanding of previous planning studies and outcomes, including existing community goals, preferred solutions, and expressed challenges.
 - Support the integration of multi-discipline analysis and findings.
 - Develop decision support tools or frameworks. Work with stakeholders and Collaborative members to establish values and priorities to help with decision-making. Develop criteria to help support decision-making when strategies or actions lead to competing or conflicting goals/objectives (e.g., congestion is alleviated but flood risk increases).
 - Conduct massing and zoning analysis to support transportation, climate, and economic analysis.



- Develop urban design and open space strategies for integrating large-scale climate adaptation infrastructure with the existing neighborhoods and with waterfront uses and access.
 - For urban design analyses, complete conceptual bulk diagrams and massing studies and translate those concepts into detailed renderings which may be used during the public approval process.
 - Provide expertise in public access, access to waterfront amenities, and open space.
- Service Category E – Economic analysis
Conduct financial and economic analysis and modeling to evaluate planning and/or design scenarios and advise on market feasibility of different transportation and adaptation approaches.
 - Use credible input-output tools including IMPLAN, REMI, and EMSI to forecast onetime and recurring economic and fiscal impacts associated with new jobs and new earnings associated with significant real estate developments, infrastructure projects, industries, and policies.
 - Forecast the impact that infrastructure investments can have on existing real estate and City tax revenues.
 - Forecast the insurance cost savings associated with flood resilience infrastructure and how these savings can be capitalized into the value of existing buildings and planned developments.
 - Test a project without development, as well as alternatives scenarios with development in order to find a financially feasible project.
 - Conduct Benefit Cost Analyses (BCA) that include climate information (e.g., the cost of inaction vs. resilient design or determine annualized losses based on future conditions assessment).
- Service Category F—Infrastructure design and engineering
Provide infrastructure design and engineering consulting support to inform the analysis outlined in the other Services and to identify, evaluate, and detail solutions.
 - Develop resilience and transportation infrastructure conceptual design and feasibility allowance.
 - Evaluate existing infrastructure design standards for effectiveness from flooding and identify opportunities to better enhance climate resilience. Look at existing infrastructure design standards and best practices that apply to infrastructure systems, with a focus on those that impact resilience of infrastructure services, the public right of way, and surrounding buildings and neighborhoods.
 - Design for project implementation.
 - Facilitate approvals and permitting.
- Service Category G— Federal funding advising, grant writing, and grant management
Assist the Collaborative and the City in strategically developing and managing the City's



applications for federal funding for infrastructure projects related to the goals of the Lower South Infrastructure Improvement Plan and Lower South Infrastructure Resilience Roadmap.

- Assist the City with competitive grant funding applications on an as-needed basis.
- Monitor the BIL and federal infrastructure grant landscape for programs available to the City of Philadelphia that are relevant to the goals of the Collaborative.
- Provide regular status updates identifying grant funding opportunities and associated data (due dates, eligibility criteria, match requirements, etc.) and conduct coordination meetings with City staff as needed.
- Match Collaborative-specific needs with funding opportunities and produce a funding strategy and recommendations for specific projects.
- Evaluate and provide recommendations on what can be changed or improved in selected projects or project proposals to increase the likelihood of award given the priorities within the BIL of state of good repair, emissions reductions, safety, economic development, job creation, and racial equity.
- Develop criteria/key performance indicators to create a standard to evaluate and help prioritize projects and develop a submission template to streamline submission of agency project applications to facilitate review and allow for easy comparison. The standard may include infrastructure resiliency and redundancy needs, social and racial equity, cost efficiency, or other key areas of concern.
- Provide knowledge, experience, and technical competence in dealing with federal grant requirements at all federal agencies administering BIL and other competitive grant programs, including, but not limited to, applicable regulations, federal notices, and guidance pertaining to grants, including any future federal notices not yet posted at the time of contract execution.
- Identify alternative sources for local match requirements and/or possible public-private partnerships.
- Assist and advise on coordination with non-City entities in the region on grant submissions and strategy.
- Identify funding appropriated to the Commonwealth of Pennsylvania and help to align identified projects with those funding opportunities..
- Conduct grant writing services (either partial or complete grant writing) in a timely manner that address all requirements of the relevant notice of funding opportunity document.
- Conduct Benefit Cost Analyses (BCA) as required for applications to be submitted by the City for infrastructure funding from BIL or related programs. Prepare a BCA and an Equity Analysis for the proposed interventions. These analyses will identify relevant costs and benefits of the project, estimate their dollar value, and determine the benefit cost ratio for the project. The BCA will conform to the modern practice of BCA and to the requirements of the PROTECT and other federal grant programs. The BCA will include the relevant tables and charts needed for the application, and narrative suitable for use in the BCA portion of the application.
- Coordinate with City staff to execute full grant submittals.



- Service Category H—Stakeholder engagement and facilitation
Collaborate with the City on the approaches and components of stakeholder engagement, including an outreach plan, roles, and responsibilities for each work order or task, as relevant. Depending on the specific task, there may be a number of different stakeholder groups, including but not limited to the following: 1) the Collaborative, 2) City, State, and Federal agencies, 3) community and other civic leaders, and 4) the general public.
 - Work with stakeholders, starting with Collaborative member organizations, to achieve a clear understanding of stakeholder needs and develop a shared understanding of what is necessary to promote climate resilience, with a focus on the transportation network.
 - Prepare and implement stakeholder engagement plan(s) in coordination with City agencies and Collaborative members, as needed.
 - Develop creative strategies to effectively engage and empower a diverse group of stakeholders and to engage in complex issues and trade-offs associated with large-scale, future-thinking projects.
 - Prepare materials and presentations for public distribution, which may include PowerPoint presentations, web content, display boards, posters/flyers, brochures, interactive outreach tools, and other materials as needed.
 - Organize, plan, and implement public outreach events, including but not limited to: stakeholder outreach sessions, large-scale open public sessions, focus groups, and planning charrettes.
 - Propose use of technology, grassroots engagement, and other innovative methods to ensure a broad and inclusive engagement process.
 - Include a strong educational component to empower stakeholders to understand both the climate risks as well as proposed adaptability options and effectively weigh in on decision making.
 - Where needed, support stakeholder mapping, relationship building between key stakeholders, and employ engagement activities focused on early-stage visioning.
 - If appropriate, prepare surveys and analyze data received.

B. Timeline

Milestone	Date	Instructions
Release RFP	January 10, 2022	mayorsfundphila.org/rfp-lowersouth/
Questions due from applicants	January 20, 2023	All questions must be submitted to mayorsfund@phila.gov and sustainability@phila.gov
Responses to questions provided by Fund/City	January 27, 2023	Responses will be posted on http://www.mayorsfundphila.org/rfp-lowersouth/
Proposals due	February 10, 2023	All responses must be submitted to mayorsfund@phila.gov and sustainability@phila.gov
Applicant interviews	Week of February 20, 2023	
Final Selection	Week of February 27, 2023	



SECTION III: GENERAL TERMS

The Mayor's Fund for Philadelphia serves as a Fiscal Sponsor for projects and programs administered by The City of Philadelphia and City-Related Agencies in support of the City's core priorities. The Fund is responsible for implementing procedures that honor Chapter 17-1400 of the Philadelphia Code.

By submission of a proposal in response to this RFP, the Applicant agrees that it will comply with all contract monitoring and evaluation activities undertaken by the City and the Fund.

For this contract opportunity, the Mayor's Fund has agreed to act as the "Fiscal Sponsor" for the City of Philadelphia's Office of Transportation, Infrastructure, and Sustainability to facilitate services described above. The contract or contracts resulting from this RFP will be held between the Fund and the Consultant.

What follows are contractual terms the chosen Applicant will be expected to agree to. By submitting a proposal in response to this RFP, the Applicant acknowledges and agrees to be bound by these terms unless otherwise noted in the Applicant's proposals. The Applicant may suggest alternative language to the following terms, and at the Fund's sole discretion, negotiation may be possible to accommodate an Applicant's requested changes during the contracting phase.

A. Insurance Requirements

The standard minimum insurance policy requirements to be maintained by Vendor of The Mayor's Fund are listed below. Vendor must maintain:

1. Workers' compensation (or similar) insurance as required by the jurisdiction where the Services are performed
2. Commercial general liability insurance (including products liability, completed operations and contractual liability coverage) with minimum limits applicable to bodily injury and property damage of \$1,000,000 per occurrence, and \$2,000,000 in aggregate, and containing a waiver of subrogation against The Fund
3. Excess or umbrella insurance with minimum limits of \$1,000,000 per each occurrence and in the aggregate and containing a waiver of subrogation against The Fund
4. Errors and omissions insurance with minimum limits of \$1,000,000 combined single limit

Such policies must (a) be in Vendor's name unless agreed upon in writing by The Fund, (b) include The Fund and its employees as additional insureds, (c) not have a deductible exceeding \$25,000 per claim, and (d) be placed with insurers reasonably acceptable to The Fund, having a Best's rating of no less than "A-". These minimum insurance amounts are not to be construed as limiting a Contractor's right to obtain additional coverage and higher liability limits at Contractor's discretion. Contractor may be required to provide proof of insurance at the Fund's discretion.

B. Confidentiality

Through performance of the Agreement resulting from this RFP, the Consultant may receive or have access to Confidential Information of The Fund and OTIS, which may include certain information concerning the Services and other information not generally known to the public. Vendor shall not disclose any Confidential Information it receives from The Fund and the OTIS to any person or entity except (a) employees or contractors of Vendor, and (b) Vendor's professional advisors who have a need-to-know such information, provided such professional advisors have agreed in writing to maintain the confidentiality of such information pursuant to confidentiality agreements containing confidentiality obligations that are not materially less restrictive than those contained in this Agreement, or such professional advisors are bound by law or codes of professional conduct to keep such matters confidential. Vendor shall inform such employees having access or exposure to Confidential Information of Vendor's obligations under this Agreement. Vendor shall use not less than the same degree of care (but no less than a reasonable degree of care) to avoid disclosure of such Confidential Information as Vendor uses for its own confidential information of like importance. Vendor shall use reasonable efforts to ensure that Confidential Information and all materials relating to The Fund and the OTIS at the premises of Vendor or in the control of Vendor shall be stored at locations and under such conditions as to prevent the unauthorized disclosure of such information and materials. Vendor may not use the Confidential Information for any purpose other than for the performance of to the Services under this Agreement. This obligation shall survive the termination of this Agreement. Vendor shall return The Fund and the OTIS's materials, if applicable, to The Fund promptly upon termination of this Agreement or earlier if requested by The Fund.

"Confidential Information" means all non-public information in whatever form transmitted, whether written, electronic, oral or otherwise, including without limitation business plans, specifications, design plans, drawings, software, data, prototypes and other business and technical information that is disclosed by The Fund and the OTIS pursuant to this Agreement and that is marked as "confidential" or "proprietary" (or, if disclosed orally, designated as confidential upon disclosure) or which, under the circumstances surrounding disclosure, a reasonable person would deem as confidential. Notwithstanding the foregoing, Confidential Information shall not include information that: (a) is independently developed by Vendor or lawfully received by Vendor free of restriction from another source having the right to so furnish such information; (b) is or becomes generally available to the public without breach of this Confidentiality Agreement by Vendor; (c) at the time of disclosure, was known to Vendor free of restriction; or (d) is required to be disclosed pursuant to any statute, law, rule or regulation of any governmental authority or pursuant to any order of any court of competent jurisdiction; provided however, that: (e) the Vendor shall use commercially reasonable efforts to notify The Fund and the OTIS before disclosure, (f) Vendor shall disclose only such portion of the information as is legally required; and (g) the disclosed information is not "Confidential Information" only for the purpose of and to the extent of the required disclosure, and otherwise remains "Confidential Information" subject to the terms and conditions of this Agreement.



C. Representations, Warranties, and Covenants

The Consultant will represent, warrant and covenant that so long as the Agreement resulting from this RFP has not been terminated: (a) Consultant has full power and authority to enter into and perform its obligations under the Agreement; (b) entering into and performing its obligations under the Agreement (i) will not violate or breach any agreement binding on Consultant; and (ii) does not result in a conflict of interest between the Services or Works to be provided under the Agreement and Consultant's other activities. Consultant shall advise The Fund and the OTIS of any conflict of interest that arises during the performance of the Agreement. (c) The Services and Works will: (i) be created and originated by Consultant and may be conveyed to The Fund under the Agreement free and clear of claim of ownership by others; (ii) not violate or infringe any proprietary information, non-disclosure, copyright, patent or other intellectual property or contractual right; (iii) not violate any applicable law, rule or regulation; (iv) conform with the Agreement, be performed in a workmanlike and professional manner, be of high quality, and in no event, be of a quality less than the quality of services performed and work product created by a skilled consultant with expertise in the area for which Consultant is providing the Services; and (v) be free of errors and that all failures of the Services or Works furnished hereunder will be corrected to conform with the Agreement.

D. Indemnification

The Consultant shall agree to indemnify, defend and hold The Fund and OTIS harmless from and against any damage, loss, liability, obligation, claim, litigation, demand, suit, judgment, cost or expense including, without limitation, reasonable attorneys' fees ("Claims") that may be made: (a) for bodily injury, death, or damage to real or tangible personal property, including theft, resulting from the acts or omissions of the Consultant, its employees or agents; (b) in connection with Consultant's breach of its obligations under the Agreement; (c) by any third party alleging that the Services or Works violate any proprietary information, non-disclosure, copyright, patent or other intellectual property or contractual rights; and (d) in connection with Consultant's recklessness, gross negligence, willful misconduct, or violation of applicable law. The Fund and the OTIS may participate at its expense in any Claim, and The Fund and the OTIS's prior written consent is required for settlement of any Claim.

Except for the indemnification covenants contained above, for which no cap shall be applicable, if Consultant has any other liability to The Fund and the OTIS for any Claims, such liability shall in all cases whatsoever be limited to the greater of (e) any amount of insurance Consultant is required to carry as set forth in the Agreement, and (f) the total amount received by the Consultant for the Services under the Agreement.

SECTION IV: SUBMISSION REQUIREMENTS

Applicants can resubmit materials from the RFI phase that they feel address the requirements below.



A. Approach

1. Executive Summary: (no more than two pages)
Provide an overview of your proposed approach, why your team is the right group to provide the outlined Services, and what impact you hope to have on Philadelphia and/or its residents.
2. Proposal Description: (no more than 10 pages)
The proposal should respond to the Problem Statement provided in Appendix C and describe the Applicants proposed approach to meeting the Services, including how each member of the proposed team will contribute to this approach.
3. Organizational Infrastructure and Partnerships
 - a. Identify the Prime Consultant for your team.
 - b. Provide a statement of team qualifications and capability to perform the services sought by this RFP, including a description of relevant experience with projects that are similar in nature, size and scope. This should include qualifications and relevant experience from the Prime Consultant and each firm/organization on the team.
 - c. Please describe the team that will implement this project and provide a teamwide staffing plan. The proposal must identify the teams' qualifications by skill set, experience level, and ability to complete the work. Resumes of all personnel so identified should be included in Applicant's proposal. Experience with "like" projects should be cited.
 - d. Outline any partnerships necessary to implementing your proposal.

B. Cost Proposal:

The Applicant shall provide the names, positions and hourly rates and, if applicable, multipliers for the staff that the Applicant proposes to use to perform the Services. The Applicant shall also itemize its anticipated additional costs directly related to the Services to be performed under the contract. Respondents shall map job equivalents to the positions in the chart below. These schedules are for evaluation purposes only and shall not be used to determine payments or to define the Scope of Work. If selected, prior to Contract execution, the Consultant will provide a detailed Fee and Cost Schedule, which may be utilized for payment purposes.

Sample Proposed Staff and Fee Schedule

(Positions and offices are examples only)

Position	Service Category/Task Area	Hourly Rate
Principle/Partner		
Senior Project Manager		
Project Manager		
Senior Analyst		

C. References

Provide at least three references, preferably for projects that are similar in type, scope, size and/or value to the work sought by this RFP. If applicable, Applicant should provide references for projects



with other municipalities that are similar in size to the City of Philadelphia. For each reference, include the name, address, and telephone number of a contact person.

D. Submission Directions

Submissions must be received no later than 5:00 PM E.S.T. on **February 3, 2023**. Please submit an electronic version of the submission to sustainability@phila.gov with "Lower South RFP" in the subject line and cc: mayorsfund@phila.gov. The submission must include the Diversity Disclosure Report provided in Appendix D.

Only Respondents to the June 2022 Lower South Infrastructure Improvement Plan RFI will be eligible to respond to this RFP. This RFP does not commit the Fund or the City of Philadelphia to award a contract. This RFP and the process it describes are proprietary to the Fund and the City and are for the sole and exclusive benefit of the Fund/City. No other party, including any Applicant, is intended to be granted any rights hereunder. Any response, including written documents and verbal communication shall become the property of the Fund/City and, at the discretion of the Fund/City, may be subject to public disclosure by the Fund/City, or any authorized agent of the Fund/City.

E. Interviews

Representatives from the City and the Collaborative will interview a set of shortlisted Applicants. If held, the shortlisted Applicants will be contacted by the City to schedule an interview.

F. Selection Criteria

Selection of a Consultant to perform the Services may be based, without limitation, on the following:

- The Applicant's demonstrated experience in providing services similar to those listed in this RFP.
- The quality of the Proposal and the degree to which it demonstrates the Applicant's full understanding of and ability to perform the Services.
- The Applicant's management, reputation and references, and the quality of the proposed Consultant's team.
- The Applicant's proposed plans for encouraging participation by minority, women-owned, and local business enterprises in connection with the Services, as described in the Applicant's Diversity Disclosure Report.
- The proposed cost schedules.



PART IV: APPENDIX

A. CONCEPTUAL STUDY AREA MAP



B. Lower South Infrastructure Resilience Collaborative

The Collaborative includes:

- [Philadelphia Office of Transportation, Infrastructure and Sustainability \(OTIS\)](#) (Co-lead)
- [Philadelphia Office of Sustainability \(OOS\)](#) (Co-lead)
- Department of Planning and Development (DPD)
- Philadelphia Division of Aviation/Philadelphia International Airport (PHL)
- Philadelphia Water Department (PWD)
- Philadelphia Industrial Development Corporation (PIDC)
- Fairmount Park Conservancy/FDR Park
- PennDOT
- PhilaPort
- Russo Development
- Hilco Redevelopment Partners
- Sports Complex Special Services District
- Delaware Valley Regional Planning Commission (DVRPC)



C. CHALLENGES

Limited on- and off-ramp access to I-95 has already created a chokepoint at the Broad Street Interchange as the current design is incapable of efficiently accommodating the growing commercial developments, creating delays and causing significant safety issues. Increasing traffic volumes will demand network improvement projects to address the desired operational level of service, as well as investments in transit and nonmotorized modes for trips that do not need to be made by private automobile.

Emerging risks, such as the accelerating climate crisis, will aggravate persistent transportation network challenges. As climate change intensifies, Philadelphia's transportation assets and infrastructure will experience ever-increasing operational disruptions and inundation from rising sea levels, storm surges, and more frequent and intense precipitation events. Without adequate adaptive measures, the physical flooding impacts of climate change increase the likelihood of stranded assets, including buildings, facilities, and potentially new sections of the multibillion-dollar reconstruction of the nearly six-mile segment of I-95 in Central and South Philadelphia (CSP). The scale of known and newly developing risk in the Lower South area calls for the pairing of immediate, targeted actions to improve access and circulation with area-wide interventions aimed at reducing long-term risk to assets' performance and value.

Managing escalating risk while improving operational efficiency in the near term necessitates a flexible transportation planning approach that allows for actions to be modified, as appropriate, or anticipate new actions based on actionable climate science. The effects of climate change and other risk factors will

The Lower South Infrastructure Resilience Collaborative identified an initial list of challenges they are experiencing and opportunities they might want to pursue. This is not an exhaustive list but rather a starting point from which the planning team can think more broadly and creatively about potential issues and solutions.

Specific needs:

- Access to I-95 between Broad Street and Packer Avenue
- Bi-directional access to I-95 from Cargo Facilities located at PHL Airport West
- Multimodal improvements to the I-95/Broad Street interchange
- Access management solutions at Oregon/Columbus and Kittyhawk/Delaware Avenue
- Access to and from I-76 from the Stadium District and the Walt Whitman Bridge
- Pedestrian improvements in the Stadium District Area

Broader interests:

- Freight, event, commuter, and multimodal circulation strategies informing arterial network design and performance standards
- Traffic monitoring and management concept of operations
- Medium- and long-term transit service plan and transit investment priorities, including need for smart transit and mobility solutions
- Integration of pedestrian, bike infrastructure, and freight rail based on existing network plans and other new or existing needs
- Truck parking strategies

continue to emerge, indicating the need for a near-term, no-regret investment strategy accompanied by a longer-term framework.

Implementing an interconnected and comprehensive transportation network improvement strategy that addresses the full spectrum of challenges dramatically exceeds the funding capacities and scope of any individual entity. Success hinges on executing an innovative cooperative strategy that taps into specialized funding programs and one-time funds at the state or federal level. In the absence of a coordinated strategy, the likelihood is that each entity will execute their own development plan and resiliency interventions, without taking into consideration the needs of adjacent properties and the overall system, resulting in potential negative impacts to surrounding communities and the region as a whole. The Collaborative, and this Plan and a future infrastructure resiliency roadmap in particular, seeks to harmonize all of the individual development plans, while maximizing the functionality, efficiency and resiliency of the overall transportation and infrastructure system.

This Plan's approach would align with the goals of the Infrastructure and Investment and Jobs Act (IIJA), and would allow for the City of Philadelphia to maximize the advantage of a once-in-a-generation opportunity to upgrade critical infrastructure in the Lower South area. In addition to the \$110 billion in new surface transportation spending, IIJA represents the country's first significant investment in climate resilience, with \$47 billion allocated to preparing communities for the ever-growing threat posed by climate change. The ability to capture the added monetary and non-monetary values, particularly equitable outcomes, of the collaborative approach should support the competitiveness for this novel federal funding opportunity.

D. DIVERSITY DISCLOSURE

Applicants interested in applying for contract opportunities advertised through the Mayor's Fund for Philadelphia are required to submit the following information with their proposal:

1. Identification of the race, gender, disability status, and ethnic composition of the Applicant's workforce;
2. Identification of the race, gender, disability status, and ethnic composition of the Applicant's company leadership, or board of directors or trustees (for nonprofit organizations);
3. A list of the Applicant's five highest dollar value M/W/DSBE suppliers of products and services; and
4. The Applicant's statement explaining its efforts to maintain a diverse workforce, a diverse company leadership or board of directors, and operate a fair and effective supplier diversity program.

Please use form posted on the Fund's RFP webpage (mayorsfundphila.org/rfp-lowersouth/), "Diversity Disclosure Report for RFP Applicants," to submit this information, attaching additional pages as needed. This information should be submitted with the Applicant's submission, but the Mayor's Fund for Philadelphia, at its sole discretion, may allow applicants to submit or amend this form at any time prior to award.