



**Request for Proposal
August 2024**

Reconnecting Fairview Corridor Plan

Purpose to provide professional services for the Reconnecting Fairview Corridor Plan.

Prepared by:

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NeighborWorks® Alaska is dedicated to improving the quality of life for families and individuals by preserving homes, creating new housing opportunities and strengthening neighborhoods.

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Section 1. General Information

1.1. Purpose

This Request for Proposal (RFP) seeks consultant services for the Reconnecting Fairview Corridor Plan. The Fairview community seeks to revitalize the Gambell-Ingra Corridor with economic analysis, active transportation traffic modeling, responsive greenway design and robust public engagement that includes civic dialogue and visualization processes.

Anchorage, AK, is a sub-arctic community located on the eastern side of Anchorage’s urban core. The Fairview neighborhood is divided by a high-speed highway couplet, including four north-bound lanes on Ingra Street and four south-bound lanes on Gambell Street. In 1965, the city explicitly acknowledged the highway connection in Fairview would “cut the neighborhood and create an island two blocks wide by ten blocks long.” The couplet has led to decades of disinvestment and safety and health impacts in Fairview, which is a disadvantaged community as identified in the [Justice40 Initiative](#).

The project is led by NeighborWorks Alaska (NWAK) in partnership with the Fairview Community Council (FVCC). The consultant project manager and consultant team will work directly with NWAK and FVCC to refine the scope of work, project schedule, and deliverables. The consultant project manager will ensure the project is completed on time and within budget.

Project Guidance: The Reconnecting Fairview Corridor Plan is funded from the U.S. Department of Transportation “Reconnecting Communities Pilot Program” and the Municipality of Anchorage. The planning project is included in the Anchorage Metropolitan Transportation Solutions (AMATS) “2024-2025 Unified Planning Work Program” and Anchorage Assembly Resolution No. 2022-348. This is part of the first-ever federal program dedicated to reconnecting communities cut off from economic opportunities by transportation infrastructure by bringing forward community-led solutions.

1.2. General Information

Proposals will be accepted starting on August 20, 2024, through 5:00pm on September 20, 2024.

Submissions are accepted by in-hand delivery or electronically.

- Hand deliver to: Attn: Community Engagement, NeighborWorks Alaska, 2515 A Street, Anchorage, AK 99503
- To submit electronically, you must reach out to lhajduk@nwalaska.org to coordinate the file transfer. Inquire at least two (2) days ahead of the submission deadline to receive instructions.

Questions are encouraged and should be made in writing to lhajduk@nwalaska.org with a subject line of “Reconnecting Fairview RFP.” Questions posed via any other medium will not be accepted. Substantive questions will be answered to all parties via addenda, as necessary, and posted on the website.

Description	Date & Time	Locations
1. RFP available	August 20, 2024	NWAK website
2. Questions due date	September 13, 2024, 5:00pm AKDT	Email
3. Proposal due date	September 20, 2024, 5:00pm AKDT	Email / Mail / Hand delivery

Subcontractors or teams may be used to perform the scope of services. If a Proposer intends to use subcontractors, the proposer must identify the names of the subcontractors and the portions of the work the subcontractors will perform. The Proposer will be considered the "Prime Contractor" and will be responsible for all contractual obligations between the subcontractors. The Proposer shall hold NWAK harmless for any and all fiduciary obligations made between the Proposer and its subcontractors. The Proposer is ultimately responsible for all schedule and deadline requirements of said subcontractors. NWAK will consider the Proposer the point of contact for the entire project and will communicate directly to the Proposer. It is the Proposer's responsibility to coordinate and communicate with all subcontractors as required.

Joint ventures are acceptable. If submitting a proposal as a joint venture, the Proposer must submit a copy of the joint venture agreement which identifies the principals involved and their rights and responsibilities regarding performance and payment. The Proposer will provide a point of contact to NWAK to act on behalf of the joint venture (if applicable).

1.3. Preparation Costs

NWAK shall not be responsible for proposal preparation costs or for subsequent negotiations and/or proposal modification requests, nor for costs including attorney fees associated with any challenge (administrative, judicial, or otherwise) to the determination of the highest-ranked Proposer and/or award of contract and/or rejection of the proposal. By submitting a proposal, each Proposer agrees to be bound in this respect and waives all claims to such costs and fees.

1.4. Project Budget

Services shall not exceed \$410,000.00. There is no opportunity to negotiate costs to exceed this amount.

There are two funding sources for this project, including the U.S. Department of Transportation Reconnecting Communities Pilot Program funding and the Municipality of Anchorage (MOA).

1.5. Reservations of Rights by NeighborWorks Alaska

NWAK expressly reserves the right to:

1. Reject any or all proposals.
2. Reissue a Request for Proposal.
3. Extend the timeframe for submission of the proposal by notification to the parties who have registered an interest in this RFP with NWAK.
4. Request additional information from any or all applicants.
5. Terminate negotiations for failure to reach mutually acceptable terms.
6. Negotiate with any qualified Proposer.
7. Waive any immaterial defect or informality.
8. Disqualify any Proposer who fails to provide information or data requested herein or who provides materially inaccurate or misleading information or data.
9. Disqualify any Proposer who indicates they cannot perform with the funds available.
10. Disqualify any Proposer if, through good faith negotiations, they cannot come to terms.
11. Disqualify any Proposer based on any real or apparent conflict of interest that is disclosed by the proposals submitted or any other data available to NWAK.

The commencement of negotiations does not commit NWAK to accept all terms of the proposal. The final terms of any agreement will be agreed upon during negotiations. This RFP does not commit NWAK to enter into an agreement nor does it constitute an agreement by NWAK or that any contract will be entered into by NWAK. NWAK reserves the right to add additional terms and conditions.

1.6. Equal Employment Opportunity

NWAK, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that for any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

Section 2. Rules Governing Competition

2.1. Examination of Proposals

Proposers should carefully examine the entire RFP, any addenda, and all related materials and data referenced in the RFP. Proposers should become fully aware of the nature of the work and the conditions likely to be encountered in performing the work. The content of all proposals will be kept confidential until the selection of the Proposer is publicly announced.

2.2. Proposal Format

Proposals are to be prepared in such a way as to provide a straightforward, concise delineation of the Proposer's capabilities to satisfy the requirements of this RFP. Emphasis should be placed on conformance to the RFP instructions, responsiveness to the RFP requirements, and completeness and clarity of content. See Section 4 for further instructions.

2.3. Signature Requirements

A proposal may be signed by an authorized agent of the proposing firm. The name and title of the individual(s) signing the proposal must be clearly shown immediately below the signature.

2.4. Proposal Submission

NWAK, on or prior to the date and time specified in the cover letter, must receive the proposal, in its entirety, either through mail delivery, hand delivery, or electronically.

The provisions of this RFP cannot be modified by oral presentation or statements.

A respondent may withdraw a proposal at any time prior to the final submission date. The respondent may thereafter submit a new proposal prior to the final submission date or submit written modification or addition to a proposal prior to the final submission date. A final proposal cannot be changed or withdrawn after the proposal acceptance window has closed.

Proposals submitted after the proposal acceptance window deadline will be rejected.

2.5. Insurance

Insurance requirements are provided below. Proof of Insurance is required at award time. Insurance does not need to be included in the Proposer's proposal. Inability to provide appropriate documentation is grounds for disqualification. Where specific limits are shown, they are minimum acceptable limits.

1. Employers Liability and Workers Compensation per State of Alaska Statutes.
2. Commercial General Liability Insurance: minimum coverage limit of \$1,000,000 combined single limit per occurrence, covering all business premises and operations used by the contractor in the performance of services under this agreement.
3. Comprehensive Automobile Liability Bodily Injury and Property Damage: minimum coverage of \$1,000,000 combined single limit per occurrence covering all vehicles used by the consultant in the performance of services.
4. Professional Liability Insurance: minimum coverage limit of \$1,000,000, covering all negligent errors or omissions and negligent acts by contractor and subcontractor.

Section 3. Proposed Statement of Services

3.1. Description: Reconnecting Fairview Corridor Plan

The Fairview community seeks to revitalize and improve safety within the Gambell-Ingra Corridor through economic analysis, active transportation traffic modeling, responsive greenway design and robust public engagement that includes civic dialogue and visualization processes. The project will examine methods for phasing and financing project recommendations that result from this effort.

Corridor planning helps improve the functionality of the transportation network for all roadway users, while also describing current corridor characteristics, foreseeable development and impacts, and opportunities for mitigation. Corridor projects and strategies will be identified that support the goals and objectives in the area, with an implementation plan and monitoring and evaluation strategies.

3.2. Planning Area

The Planning area for the Reconnecting Fairview Corridor Plan will be determined by the community with a focus on the Gambell-Ingra Street corridor, from Chester Creek to Ship Creek. This area is a subsection of the Fairview Community Council boundary and the Seward to Glenn Highway Connection Planning and Environmental Linkages study area. Resource information is available in Exhibit A.

3.3. Objectives

- Facilitate a community-centered visioning process for the corridor that also acknowledges the priorities of the agencies managing the rights-of-way (ROW).
- Identify and collect data necessary to holistically describe historic and current conditions throughout the study area.

- Complete an analysis of the existing zoning within the corridor and any observed obstacles to development therein. Develop recommendations for code changes and/or changes to the Anchorage Municipal Design Criteria Manual, considering Winter City design and Opportunity Sites for incentivization of small businesses, startups, and collaborative industries.
- Conduct economic analysis to assess existing conditions and barriers for economic revitalization, and recommend solutions to for the corridor, including specific Opportunity Site reinvestment incentives.
- Identify an Innovation Area, to include development of framework that articulates a vision and implementation plan for the area. The Fairview Innovation Area will be incorporated in the zoning assessment and economic analysis.
- Review and analyze active transportation traffic count data for person-trips and fill gaps if needed. Develop a multi-modal level-of-service approach for active transportation for multiple scenarios.
- Develop right-of-way designs that align with a “Fairview Greenway” concept and lane reductions on Gambell and Ingra Streets.
- Develop a report and presentation of design, construction, maintenance, and operations issues, including a comprehensive analysis and proposed climate resilient approaches for redevelopment in the corridor.
- Develop an implementation plan to address anticipated issues and analysis of effectiveness of improvements, including selection and prioritization of projects and strategies, and detailing anticipated timeframes, costs, and sources of funding.
- Avoid duplicating work of the Alaska Department of Transportation & Public Facilities (ADOT&PF) [Seward to Glenn Highway Connection Planning & Environmental Linkages \(PEL\) Study](#).

3.4. Deliverables

This project will produce:

1. A locally-driven, community-led visioning document that includes stakeholders and facility owners in deliberations.
2. A report or memorandum on existing limitations to private development in the area including but not limited to environmental limitations, zoning limitations, financial limitations, and others.
3. An overview of existing motorized and non-motorized traffic usage data, plus projections for different types of modal activity under different scenarios.
4. Scenarios for ROW changes that implement the community’s vision, including diagrams and maps.
5. A report or memorandum for amendments needed to the 2014 Fairview Neighborhood Plan, incorporating the final project deliverables.
6. A report or memorandum outlining amendments needed to the MOA Design Criteria Manual (DCM) or any AKDOT & PF ROW design documents to align future road designs with the community’s vision.
7. Any assembly ordinance drafts which may be necessary.
8. Regular monthly or bi-monthly check-in meetings.

Note: ADOT&PF is currently conducting a Seward to Glenn Highway Connection PEL Study, which provides recent data and research relevant to this plan. It is not the intent to duplicate efforts but to collaboratively build upon the PEL Study with community-led solutions for neighborhood priorities.

The project's deliverables shall include a report containing comprehensive analysis and implementation of the Gambell-Ingra St. Corridors, to include:

Components of the Reconnecting Fairview Corridor Plan

- *Executive Summary*: include the description of the planning process, the goals, and key points and findings resulting from the process.
- *Introduction*: include the purpose of the corridor plan, planning area, history and context of the highway connection through the Fairview neighborhood, detailed community planning process, and plan context for the state and municipality.
- *Vision and Goals*: include the description of vision for the corridor and the overarching goals.
- *Plan Concept/Framework*: include the plan concept, including for subareas along the corridor, with corresponding objectives, policies and directives to achieve the vision and goals.
- *Reconnected Community*: include future scenarios for a connected, safe, and vibrant corridor. Provide direction and policy recommendations for an enhanced circulation system and connectivity for all transportation modes, including with active transportation modeling and scenarios, design concepts for a Fairview Greenway, and design concepts for lane diets on Gambell & Ingra Streets responsive to Winter City and resilient community strategies.
- *Revitalize Fairview*: include a section featuring land use and economic analysis, identifying a vision and policy recommendations for subarea reinvestment, Winter City Design, and Innovation.
- *Neighborhood Revitalization Implementation Section*: include review of key economic opportunities, implementation strategies, and action plan for short-, mid-, and long-term actions, including federal, state, and local funding sources and anticipated funding timelines. Include strategies to implement Winter City design and Innovation Area designation.
- *Appendix*: provide technical material, including existing conditions of transportation and land use and summaries of data gathered or information generated during the project.

Task 1: Project Management and Corridor Delineation

- *Task 1.1: Project Timeline Development and Execution*. Identify the milestones with adequate public and agency review throughout the process.
- *Task 1.2: Establish regular check-in meetings*. Coordinate regular monthly or bi-monthly progress meetings with the project team.
- *Task 1.3: Develop Subareas*. Develop boundaries for subareas within the study area with corresponding development and placemaking opportunities, such as the Innovation Area, transit-supportive development, and greenway-supportive development.

Task 2: Public Involvement

- *Task 2.1: Public Participation Work and Execution*. This project will be community-led so the contractor will need to select participation methods consistent with phases of the process to welcome public engagement through innovative approaches. The contractor will be responsible for preparing accessible outreach materials and methods, manage project webpages as part of www.FairviewAK.org, etc.
- *Task 2.2: Advisory Committee, Workshops, and Agency Review*. Convene a Corridor Advisory Committee consisting of a wide variety of stakeholders to assist in the development and validation of the plan to provide input at key milestones through meetings, workshops, and more. Coordinate with state and local agencies, including AMATS committees and government

agencies, and Tribal consultation. Attend at least two AMATS Technical Advisory Committee meetings and/or Policy Committee meetings.

- *Task 2.3: Conduct Community Workshops.* Propose a reasonable approach for conducting several community workshops. Workshops may include presentations on Winter City design, active transportation facilities, and other related topics as requested by the community. After each Workshop, prepare brief Workshop Reports to include visual imagery of the event, summarize issues discussed, and share recommendations. These workshops may also align with Anchorage Design Week activities.

Task 3: Existing Conditions and Limitations

- *Task 3.1: Data Collection and Analysis.* Identify and collect available data needed to evaluate the existing conditions along the corridor to complete the relationship of land use development in the transportation system. (Note: Section will build on detailed data from Seward to Glenn Highway Connection PEL Study).
- *Task 3.2: Develop Base Maps.* Add information gathered to develop user-friendly GIS maps of the corridor, built on existing right-of-way widths, general locations of infrastructure, zoning, platted property lines, known easements, traffic counts, traffic crashes, civic facilities, schools, clinics, businesses, tourist destinations, and housing. Thematic maps and scenario maps are highly recommended to clearly show key elements.
- *Task 3.3: Land Use and Other Characteristics.* Gather current and planned land uses in historical, cultural, environmental, and economic features. This includes zoning classifications, existing and planned use patterns, existing and planned major development, historical buildings, vacant and blighted land, and critical environmental factors. This will identify challenges and recommendations for corridor improvements for short-term to long-term conditions and supports context sensitive solutions.

Task 4: Community-Led Visioning Process for Future Conditions

- *Task 4.1: Economic Assessment.* Conduct economic analysis to assess existing conditions, barriers, and solutions for economic revitalization within the corridor. Economic modeling will include an assessment of the impact on property values from future changes to zoning. The assessment shall include a discussion of any institutional barriers to economic revitalization of the properties within the corridor, including the Innovation Area. The Contractor shall produce technical memos for the assessment of the current economic status within the corridor and for an analysis of changes in land values associated with full implementation of the transportation and land use changes.
- *Task 4.2: Winter City Design.* Review the latest best research of existing Winter City infrastructure design, produce a summary of these major aspects, and present approaches practical to implement within the Corridor. Prepare visual illustrations and narratives considering placemaking opportunities.
- *Task 4.3: Fairview Innovation Area.* Review the latest best research of existing Innovation Areas, produce a summary of their major aspects, and present approaches practical to implement within the Corridor. Prepare visual illustrations and narratives considering a Form-Based Code Overlay, Fabrication Labs, Opportunity Sites, or other strategies that would support land use development within the Innovation Area boundaries. Narratives shall include a framework of development concepts, improved economic opportunities, highest return on investment, and policy recommendations for a subset of the study area.

- *Task 4.4: Visualization Strategies.* Create visualization tools for in-person activities and the report, which may include “before/after” renderings and aerial visuals of land use and transportation currently within the corridor and projected uses, including seasonal designs.

Task 5: Existing and Projected Multi-Modal Travel Demand

- *Task 5.1: Data Collection and Analysis.* Identify and collect available data needed to evaluate the existing travel demand for all transportation modes along the corridor. Analyze existing and 20-year projected transportation system data to identify deficiencies for all travel modes.
- *Task 5.2: Multi-Modal Transportation Needs.* Develop a multi-modal level-of-service approach and identify the active transportation infrastructure needed to meet community goals. Produce a list, table, and/or graphic to display the information. Identify concerns regarding the inflexible modeling framework currently used for regional traffic forecasting and provide recommendations appropriate for modeling a multi-modal urban core. Prepare a technical memo to include recommendations for developing and implementing more effective land use/transportation forecasting tools.

Task 6: Develop Draft Design for Gambell, Ingra, and Hyder Streets

- *Task 6.1: Draft Design for Lane Reductions on Gambell and Ingra Streets.* Develop draft designs for Gambell and Ingra Streets to three-lanes each based on the “Metropolitan Transportation Plan 2050,” Seward to Glenn PEL Study project, and public involvement. Identify a range of short- to long-term alternatives for roadway improvements to include lane reductions and improved active transportation facilities, considering land-use adjustments, pathways, transit use, Transportation Demand Management strategies, Transportation System Management and Operations strategies, access management, winter design, and other issues.
- *Task 6.2: Draft Design for a “Fairview Greenway.”* Develop draft designs for Hyder Street based on the “Metropolitan Transportation Plan 2050,” Seward to Glenn PEL Study project, and public involvement. Identify a range of short- and long-term alternatives for roadway improvements to prioritize pedestrian safety and use along the corridor, incorporate the land use/transportation connection, winter design, and other issues.

Task 7: Finalize Corridor Plan Documents and Neighborhood Revitalization Implementation Strategies

- *Task 7.1: Develop Action Plan.* Identify, evaluate, and recommend implementation strategies to revitalize and Reconnect Fairview. Identify the mechanisms, policy needs, funding sources, and coordination to make on-the-ground change happen.
- *Task 7.2: Develop Documents for Policy Change.* Develop documents for needed changes to comprehensive plans and any design guidance such as the MOA Design Criteria Manual.
- *Task 7.3: Produce Materials for Planning and Zoning Commission and MOA Assembly.* Produce draft Assembly Ordinance materials for any changes to amend the Fairview Neighborhood Plan, incorporating final project deliverables.
- *Task 7.4: Produce Final Documents.* Develop a draft, revise, and finalize Reconnecting Fairview Corridor Plan to be reviewed by Advisory Committee, ADOT&PF, and AMATS. Produce and deliver 10 hard copies of the final plan to the contracting agency, as well as PDF and copies of all digital project files (including GIS files and InDesign files).

Section 4. Proposal and Submission Requirements

To achieve a uniform review process and obtain the maximum degree of comparability, it is required that the proposals be organized in the manner specified below. Proposals shall not exceed twenty-five (25) pages in length (excluding letter of transmittal, resumes, title page(s), index/table of contents, required attachments, or dividers). One page shall be interpreted as one side of a single-spaced, letter size sheet (8.5" x 11"). Excess pages will be removed prior to evaluation, which could result in incomplete responses and lower scores.

- **Title Page:** Show the RFP subject, name, title, the name of your firm, address, telephone number(s), email address, fax number or primary office where the project business will be conducted, name of contact person, and date.
- **Table of Contents:** Clearly identify the materials by section and page number.
- **Letter of Transmittal:** Briefly state your firm's understanding of the services to be performed and make a positive commitment to provide the services and note any potential conflicts of interest. The letter of transmittal must be signed by an individual with the authority to bind the proposer.
- **Cost:** Proposers must provide an estimate for costs of services for tasks and project deliverables not to exceed \$410,000. This will be further negotiated in the contracting process.
- **Management & Project Staff:** Identify the Project Manager who will have the principal charge of the project. Include their specific qualifications and how they will interface with NWAK staff and FVCC residents. Describe other staff relevant to this project. Positions may include contract management, project management, transportation planning, transportation engineering, traffic modeling, GIS services, economic forecasting, and public involvement services.
- **Team Qualifications and Experience:** Discuss specific qualifications, especially in the sub-arctic and/or Anchorage. Demonstrate an ability to meet budgets and schedules. Provide at least three (3) references from clients for whom you have completed projects of this kind.
- **Methodology or Approach to Project:** Include a discussion of project objectives, concerns, and sensitive key issues. Discuss any expected or potential difficulties and solutions anticipated in performing the project. Also demonstrate ability to meet budget and schedule.
- **Schedule:** Provide a detailed schedule for completion of the work, including performance and delivery schedules. It is NWAK's desire to have the project completed by December 31, 2026.

Section 5. Evaluation Criteria and Selection Process

5.1 Evaluation Criteria

A committee of individuals representing NWAK and FVCC will perform an evaluation of the proposal. The committee will rank the proposal as submitted. NWAK reserves the right to award a contract solely on the written proposal.

1. Objectives & Services: Demonstrate overall comprehension of objectives and services in the proposed contract.	10 points
2. Methodology or Approach: Outline the methods for accomplishing the proposed contract describing what, when, where, how, and in what sequence work will be completed. Identify the familiarity to the project site. Describe services provided by subcontractors. Identify unique approaches or concepts relevant for the required services.	25 points
3. Management, Project Staff & Team Experience: <ul style="list-style-type: none"> • Describe the administrative and operational team for the project; a graphic depiction is preferred. • Name individuals to perform the following functions, or other services, for the project including Contract Manager, Project Manager, transportation planning, transportation engineering, traffic modeling services, GIS services, economic analysis, public involvement services. • Describe previous projects relevant to the size and scope of this project, including dollar amounts, brief narratives, and references. • Describe experience working in collaboration with environmental justice communities. • Describe demonstrated experience in sub-arctic communities. 	40 points
4. Project Team Location: Describe ability to engage with community in Fairview and Anchorage, AK, and/or demonstrated experience in the sub-arctic.	10 points
5. Schedule: Develop a schedule for activities, demonstrating the plan to deliver work products efficiently, including comment periods. Begin the schedule with anticipated start of November 1, 2024, through December 31, 2026.	10 points
6. Quality of Proposal: Committee members will rate this criterion based on their perception of clarity, completeness, and presentation of proposal.	5 points
Total Points	100 Points

The committee may discuss factual knowledge of and investigate Proposer’s prior work experience and performance. The committee may conduct interviews with Proposers whose submissions are reasonably likely to be selected for the purpose of clarification.

5.2 Selection Process

The Proposer with the highest total evaluation points may be invited to enter into contract negotiations with NWAK. If an agreement cannot be reached, the second-highest Proposer may be contacted for negotiations. This process may continue until successful negotiations are achieved. NWAK reserves the right to terminate negotiations with any proposer should it be in NWAK’s best interest. NWAK reserves the right to reject any and all proposals submitted.

Section 6. Contract Provisions

The firm selected by NWAK and FVCC will be expected to enter into a written contract with NWAK. Unconditional refusal to accept the contract provisions proposed by NWAK without offering acceptable alternatives may result in disqualifications of the Proposer or a less favorable evaluation of its proposal.

The submission of a proposal in response to this RFP constitutes the agreement of the Proposer that any contract resulting from this RFP will be prepared by NWAK. Parts or all of the submitted proposal may be used to develop the contract.

6.1 Contract Type

This is a Firm Fixed Price (i.e. lump sum contract).

The firm selected by NWAK and FVCC agrees to be bound to NWAK as NWAK is bound to the Owner (US Department of Transportation - Federal Highway Administration) under the Prime Grant Agreement for the performance of the Scope of Services. The Prime Grant Agreement General Terms and Conditions and Assurances are provided in Exhibit B and will be incorporated into the Contract.

6.2 Proposal Payment Procedures

NWAK will develop and finalize a negotiated payment schedule during the contract negotiations.

Exhibits

Exhibit A. Resources

- Fairview Neighborhood Plan (2014):
<https://www.muni.org/Departments/OCPD/Planning/Publications/Pages/FairviewNeighborhoodPlan2014.aspx>
- Working draft documents created by the Fairview Community Council pertaining to the corridor, and other materials found at <https://fairviewak.org/resources/>, including:
 - Gambell Street Redevelopment and Implementation Plan (2013):
<https://fairviewak.org/wp-content/uploads/2022/08/Fairview-Business-Association-Gambell-Street-Redevelopment-and-Implementation-Plan-7-13.pdf>
 - Fairview Workshop: Solving Scenarios for the Future of Fairview Summary Report (2023): <https://fairviewak.org/wp-content/uploads/2023/08/Fairview-Report-Workshops-FINAL.pdf>
 - Draft Form-Based Code Overlay Zone Winter City Guidelines (2019):
<https://fairviewak.org/wp-content/uploads/2022/08/Fairview-Form-Based-Code-Overlay-Zone-Winter-City-Guidelines-3-1-2019.pdf>
 - Draft Fairview Innovation Area White Paper (2021): <https://fairviewak.org/wp-content/uploads/2022/08/Fairview-Innovation-Area-White-Paper-draft-2-20-21.pdf>
 - Draft Fairview Greenway: <https://fairviewak.org/wp-content/uploads/2022/10/Closing-the-Loop-Draft.pdf>
- Anchorage 2020, Anchorage Bowl Comprehensive Plan (2001):
<https://www.muni.org/Departments/OCPD/Planning/Publications/pages/anchorage2020.aspx>
- Anchorage Land Use Plan 2040 (2017):
<https://www.muni.org/Departments/OCPD/Planning/Publications/Pages/Anchorage2040LandUsePlan.aspx>
- Anchorage Housing Market Analysis (2012):
https://www.muni.org/Departments/OCPD/Planning/Publications/Pages/housing_market_analysis.aspx
- Seward to Glenn Highway Connection Planning and Environmental Linkages Study materials (ongoing): <https://sewardglennconnection.com/Library.html>
- AMATS Metropolitan Transportation Plan 2050 (2024): https://publicinput.com/2050_mtp
- AMATS Safety Plan (2024): <https://publicinput.com/amatssafetyplan>
- AMATS Transportation Systems Management & Operations Plan (2024):
https://publicinput.com/amats_tsmo
- AMATS Non-Motorized Plan (2021):
https://www.muni.org/Departments/OCPD/Planning/AMATS/Pages/1_nonmotorized.aspx
- Official Streets and Highways Plan (2014):
<https://www.muni.org/Departments/OCPD/Planning/zoning/pages/os-hp.aspx>

Exhibit B. General Terms and Conditions & Assurances

As defined in the Primary Grant Agreement with the U.S. Department of Transportation - Federal Highway Administration, the language below will be incorporated into the Contract:

1.1 General Terms and Conditions.

- (a) In this agreement, “General Terms and Conditions” means the content of the document titled “General Terms and Conditions Under the Fiscal Year 2022 Reconnecting Communities Pilot Program: FHWA Projects,” dated April 24, 2023, which is available at <https://www.transportation.gov/grants/reconnecting-communities/reconnecting-communities-grant-agreements>. The General Terms and Conditions reference the information contained in the schedules to this agreement. The General Terms and Conditions are part of this agreement.
- (b) The Recipient states that it has knowledge of the General Terms and Conditions.
- (c) The Recipient acknowledges that the General Terms and Conditions impose obligations on the Recipient and that the Recipient’s non-compliance with the General Terms and Conditions may result in remedial action, terminating of the RCP Grant, disallowing costs incurred for the Project, requiring the Recipient to refund to the USDOT the RCP Grant, and reporting the non-compliance in the Federal-government-wide integrity and performance system.

TITLE VI ASSURANCE

(Implementing Title VI of the Civil Rights Act of 1964, as amended)

ASSURANCE CONCERNING NONDISCRIMINATION IN FEDERALLY-ASSISTED PROGRAMS AND ACTIVITIES RECEIVING OR BENEFITING FROM FEDERAL FINANCIAL ASSISTANCE

(Implementing the Rehabilitation Act of 1973, as amended, and the Americans With Disabilities Act, as amended)

49 C.F.R. Parts 21, 25, 27, 37 and 38

**The United States Department of Transportation (USDOT)
Standard Title VI/Non-Discrimination Assurances
DOT Order No. 1050.2A**

By signing and submitting the Technical Application and by entering into this agreement under the FY 2023 RCN Program, the Recipient **HEREBY AGREES THAT**, as a condition to receiving any Federal financial assistance from the U.S. Department of Transportation (DOT), through the Federal Highway Administration (FHWA), it is subject to and will comply with the following:

Statutory/Regulatory Authorities

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- 49 C.F.R. Part 21 (entitled *Non-discrimination In Federally-Assisted Programs Of The Department Of Transportation—Effectuation Of Title VI Of The Civil Rights Act Of 1964*);
- 28 C.F.R. section 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);



During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the “contractor”) agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, Federal Highway Administration (FHWA), as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
2. **Non-discrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 C.F.R. Part 21.
3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor’s obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin.
4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the FHWA to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the FHWA, as appropriate, and will set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of a contractor’s noncompliance with the Non-discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the FHWA may determine to be appropriate, including, but not limited to:
 - a. withholding payments to the contractor under the contract until the contractor complies; and/or
 - b. cancelling, terminating, or suspending a contract, in whole or in part.
6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the FHWA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request

the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the “contractor”) agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

Pertinent Non-Discrimination Authorities:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 C.F.R. Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 *et seq.*), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability); and 49 C.F.R. Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq.*), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 U.S.C. § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 – 12189) as implemented by Department of Transportation regulations at 49 C.F.R. Parts 37 and 38;
- The Federal Aviation Administration’s Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures nondiscrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. § 1681 *et seq.*).