



Northeast Ohio Areawide Coordinating Agency (NOACA) Request for Proposals (RFP) for a Scenario Planning Applications Suite

Addendum #1 April 11, 2016

This addendum is published in response to questions received on the RFP for a Scenario Planning Applications Suite posted on March 21, 2016.

1. Does NOACA have demographic data at the block group level for the five county area? If so, what is the most recent year, what is the source, and can you provide a list of available variables?

No

2. Appendix A lists a numerous data sources as "Map Document" types. Do these represent spatial datasets formatted for importing into a GIS, or are they simply static documents (e.g. PDF)?

"Map Documents" are ESRI .mxd files.

3. What geographic boundary levels are the dBase tables listed on page 23 of Appendix A?

Data are for the 12-county region at a sub county level.

4. The RFP states that NOACA is developing a new web mapping interface and portal. Is it expected that the application suite tools be developed for integration into that interface, requiring collaboration between NOACAs developers and the vendor?

The application suites tool should be developed to work with NOACA's GIS site, which is currently being upgraded to a java script from a flex-viewer script.

5. Regarding the Fiscal Impact tool: can we assume there is a table or set of input constants for calculating output costs, or will the user enter those?

Default input constants for the user should be provided; it is the vendor's option to allow a user to modify or adjust those inputs to a community's specific numbers or to test different scenarios.

6. Can you define the required input parameters for the Fiscal Impact tool and the Scenario Analysis tool?

NOACA does not have a set of input parameters for these tools. It is NOACA's expectation that the vendor will propose the tools and their associated input parameters and input data, based on research and/or vendor expertise related to the "sample use cases" detailed in the RFP.

7. Will NOACA define the algorithms and methods for calculating regional economic impact described in the Scenario Analysis tool? Can you clarify this requirement; economic impact is a very broad topic.

NOACA does not have any predefined algorithms or methods for the Scenario Analysis tool. It is NOACA's expectation that the vendor will propose the tools and their associated input parameters and input data, based on research and/or vendor expertise related to the "sample use cases" detailed in the RFP.

8. Will NOACA define inputs and methods for calculating the environmental impacts described in the Scenario Analysis tool? Can you further define the requirements for environment impact?

NOACA does not have any predefined inputs or methods for the environmental impacts related to the Scenario Analysis tool. It is NOACA's expectation that the vendor will propose the tools and their associated input parameters and input data, based on research and/or vendor expertise related to the "sample use cases" detailed in the RFP.

9. What are the "other related impacts" required for the Scenario Analysis Tool?

NOACA does not have any predefined inputs or methods for the other impacts related to the Scenario Analysis tool. It is NOACA's expectation that the vendor will propose the tools and their associated input parameters and input data, based on research and/or vendor expertise related to the "sample use cases" detailed in the RFP.

10. Does NOACA use any commercial traffic modeling platforms such Tredis or Remi? If so, would those outputs feed into the tool?

Yes, NOACA employs a travel demand model which runs on Citilabs Cube software, but we do not envision feeding those outputs into the applications suite at this time.

11. The Scenario Analysis requirement is very broad. Can you further clarify the specific requirements? It reads as if you want to package traffic demand models, transportation costs models, environmental impact assessments, and economic impact assessments into one tool. There are many sophisticated modeling platforms and methods for each of these topics. Is NOACA using any standard models for these currently?

NOACA is open to varying approaches used to address our needs. Vendors are advised to detail the depth of each tool, noting that a range may exist in terms of specificity and complexity. Note that traffic demand levels used in these analyses may be approximate as NOACA's traffic demand model will not feed data into these scenario tools at this time. The tool will not require performance of environmental impact assessments; for example, Paragraph 3.3.1.d, asks what the environmental impacts of a project may be—this may be as high level as "impacts to streams and the loss of x acres of farmland" to more complex and quantifiable data outputs.