

84127Y0865 – Request for Information (RFI) Regarding Methodologies and Best Practices for Conducting Climate Risk Assessments (CRAs) in the Transportation Sector.

A. Purpose of this Request for Information (RFI)

The purpose of this RFI is to invite interested vendors (“Respondents”) to assist the New York City Department of Transportation (“NYC DOT”) in acquiring information regarding common methodologies and best practices for conducting Climate Risk Assessments (CRAs) in the transportation sector.

B. Background:

The Resiliency Planning and Management (RPM) team at NYC DOT is in the preliminary stages of exploring how it might conduct a CRA covering all or some of NYC DOT’s citywide systems and assets. Before formally commencing a project, RPM is researching existing methodologies to understand the scope and approach of public transportation-focused CRAs, and what makes a stronger or weaker assessment. To bolster our research, which has leveraged publicly available sources, we are connecting with consulting firms that conduct CRAs to learn from experts on the extent of existing methodological frameworks and best practices in developing decision-useful CRAs.

C. The Role of this RFI to NYC DOT:

RPM is in the exploratory phase of CRA, and it is not confirmed whether a project will be put together. However, this RFI will aid the team by creating a better sense of what type of CRA is appropriate for NYC DOT as well as what forms of analysis and assessment can be determined with available internal and external sources. This information will help RPM evaluate whether it will advance a CRA by seeking funding through the budgeting approval process or grant awards.

D. Questions for Respondents:

As applicable, please answer all questions in your response.

1. Provide details on Climate Risk Assessments you have completed for government organizations in the past, ideally those that are transportation-focused.
2. Most CRAs we have found follow a methodology structured around a risk score calculation made up of a combination similar to [Hazard x Exposure x Vulnerability]. Is this a framework you typically follow, and if so, how do you adapt it for a transportation network?
3. What are some alternative approaches to the above?

4. In the risk score approach, how do you approach setting thresholds to make scoring fair and comparable between asset and hazard types?
5. How do you fairly score indicators that are more qualitative vs. quantitative in nature?
6. How do you integrate financial considerations into your CRAs, particularly for assets that aren't directly tied to revenue?
7. What data sources do you typically need from a client, and what do you typically supply yourselves using public and/or proprietary sources? Please share any common data gaps and experience handling them.
8. How have clients typically made tangible use of the CRAs that you produce for them?
9. In your experience, what attributes of a CRA make it decision-useful to your clients, as opposed to just being something they publish and make no use of afterwards?

E. Responding to this RFI

This RFI is released through PASSPort, New York City's online procurement portal, as an RFX. Responses to this RFI/RFX must be submitted via PASSPort. To access the RFI, vendors should visit the PASSPort Public Portal. To reach the Public Portal, visit the following site: <https://www.nyc.gov/site/mocs/passport/about-passport.page> then click on the rectangle captioned "Procurement Navigator," whereupon you will arrive at the Portal. To quickly locate the RFI, insert the following EPIN, (84127Y0865), into the Keyword search field, then click search. In order to respond to the RFI, vendors must create an account within the PASSPort system if they have not already done so. Any inquiries concerning this RFI should be directed by e-mail under the subject line "Climate Risk Assessment RFI" to the email address of the Authorized Agency Contact, David Maco, at dmaco@dot.nyc.gov Submit your response to this RFI on or prior to the due date, 9/4/26 by 5:00 pm.

Respondents must include in their response the following information:

- a) Respondent name
- b) Respondent address
- c) Respondent website (if applicable)
- d) Point of contact for this RFI and any related solicitations: name, title, email address, and phone number
- e) Basic information: year founded, number of employees, privately held or publicly traded, lines of business

Refer to the Questionnaire tab of this RFI/RFX in PASSPort: as directed in the Questionnaire, you should upload a document containing your answers to the questions, including contact information.

F. Additional Information

NYC DOT's interaction with interested parties will be iterative and include some or all the following interactions: written responses to this RFI and follow-up interviews and meetings, which shall take place at NYC DOT's sole discretion

This RFI is not intended as a formal offering for the award of a contract or for participation in any future solicitation.

- NYC DOT does not intend to grant or issue any contracts on the basis of this RFI.
- NYC DOT, the City and their officials, officers, agents and employees make no representation or warranty and assume no responsibility for the accuracy of the information set forth in this RFI.
- All responses become the property of the City of New York and NYC DOT. Responses will generally be made available for inspection and copying by interested parties upon written request, except when exempted from disclosure under the New York State Freedom of Information Law
- NYC DOT is subject to the New York State Freedom of Information Law, which governs the process for the public disclosure of certain records maintained by NYC DOT. (See: Public Officers Law, Sections 87 and 89). Individuals or firms that submit materials to NYC DOT may request that NYC DOT except all or part of such materials from public disclosure, on the grounds that the materials contain trade secrets, proprietary information, or that the information, if disclosed, would cause substantial injury to the competitive position of the individual or firm submitting the information. Such exception may extend to information contained in the request itself, if public disclosure would defeat the purpose for which the exception is sought. The request for such an exception must be in writing and state, in detail, the specific reasons for the requested exception. It must also specify the materials or portions thereof for which the exception is requested. If NYC DOT grants the request for exception from disclosure, NYC DOT shall keep such materials or portions thereof in secure facilities.
- NYC DOT at its sole discretion reserves, without limitation, the right to:
 - Withdraw the RFI at any time
 - Use the ideas and/or submissions in any manner deemed to be in the best interests of NYC DOT and the City, including but not limited to soliciting competitive submissions relating to such ideas or proposals
 - Change any terms of the RFI

- Communicate with any and all of the respondents to discuss this proposal