



ATTACHMENT A - PROPOSAL COVER SHEET

Part I - Proposer Information and References

RFP#: 2020-0002

Legal Name of Firm as provided to IRS: DKS Associates, Inc

DBA Name (if different than legal name): _____

DUNS Number: 09-995-5627 Is Proposer registered as a foreign corporation in Oregon? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<input type="checkbox"/> Corporation <input type="checkbox"/> Professional Corporation <input type="checkbox"/> Ltd. Liability Company <input type="checkbox"/> Partnership <input type="checkbox"/> Limited Partnership <input type="checkbox"/> Ltd. Liability Partnership <input type="checkbox"/> Sole Proprietorship <input checked="" type="checkbox"/> Other: S-Corporation ESOP	
State of Incorporation/Organization: Oregon	
Mailing Address: <u>720 SW Washington Street, Suite 500, Portland, OR 97205</u>	

Type name of authorized contact for this RFP: Carl Springer, PE, PTP	
Email address: carl.springer@dksassociates.com	
Telephone: (503) 972-1215 Fax: (503) 243-1934	
Type name of person(s) authorized to sign Contract: Carl Springer, PE, PTP	

Part II - Proposer Certifications

By signing below, the authorized representative on behalf of Proposer certifies that:

1. Proposer agrees to and shall comply with the terms and conditions of the sample contract associated with this RFP and all requirements, specifications and terms and conditions contained within the RFP (and all Addenda, if any).
2. All contents of the Proposal (including any other forms or documentation, if required under this RFP) and this Proposal Cover Sheet, are truthful and accurate and have been prepared independently from all other Proposers, and without collusion, fraud, or other dishonesty. No attempt has been made or will be made by Proposer to induce any other person to submit or not submit a Proposal. Proposer understands that any statement or representation it makes, in response to this solicitation, if determined to be false or fraudulent, a misrepresentation, or inaccurate because of the omission of material information could result in a "claim" {as defined by the **Oregon False Claims Act**, ORS 180.750(1)}, made under the resulting Contract being a "false claim" {ORS 180.750(2)} subject to the Oregon False Claims Act, ORS 180.750 to 180.785, and to any liabilities or penalties associated with the making of a false claim under that Act.
3. Proposer has available the appropriate material, equipment, facility and personnel resources and expertise, or ability to obtain the resources and expertise, necessary to demonstrate the capability of the firm to meet all contractual responsibilities.



LANE COUNCIL OF GOVERNMENTS

4. Proposer is not experiencing financial distress or having difficulty securing financing, and has sufficient cash flow to fund day-to-day operations throughout the proposed Contract period.
 - a. Within the last 3-year period, has your firm filed a bankruptcy action, filed for reorganization, made a general assignment of assets for the benefit of creditors, or had an action for insolvency instituted against it? YES / NO .
 - b. If "YES" above, indicate the filing dates, jurisdictions, type of action, ultimate resolution, and dates of judgment or dismissal, if applicable:
5. Proposer has not been notified within the last 3-year period of any delinquent Federal, State or local taxes in an amount that exceeds \$3,000 for which the liability remains unsatisfied.
6. Proposer, its principals and major subcontractors (major subcontractor is defined as receiving 10% or more of the total Contract amount) have not presently, or within the last 3 years, been convicted of, indicted for, or otherwise criminally or civilly charged by a governmental entity with the commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state, or local) contract or subcontract; violation of federal or state antitrust statutes relating to the submission of bids or Proposals; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, tax evasion, or receiving stolen property.
7. Proposer has not and will not discriminate in its employment practices with regard to race, creed, age, religious affiliation, sex, disability, sexual orientation or national origin. And, pursuant to ORS 279A.110, Proposer has not and Proposer will not discriminate against a subcontractor in the awarding of a subcontract because the subcontractor is a disadvantaged business enterprise, a minority-owned business, a woman-owned business, a business that a service-disabled veteran owns or an emerging small business certified under ORS 200.055.
8. Proposer has an operating policy supporting equal employment opportunity
9. Proposer's employees and agents are not included on the list entitled "Specially Designated Nationals and Blocked Persons" maintained by the Office of Foreign Assets Control of the United States Department of the Treasury and currently found at <https://www.treasury.gov/resource-center/sanctions/SDN-List/Pages/default.aspx>
10. Proposer and its Principals, and any of its prospective subcontractors for this award are not presently debarred, suspended, disqualified, proposed for debarment or declared ineligible for the award of contracts by any federal agency or agency of the State of Oregon, and does not have an Active Exclusion on the System for Award Management (SAM) which is available at <https://sam.gov/>.
11. Proposer, acting through its authorized representative, has read and understands the RFP instructions, specifications, and terms and conditions contained within the RFP (including the sample contract) and all Addenda, if any. The Proposal submitted is in response to the specific language contained in the RFP, and Proposer has made no assumptions based upon either (a) verbal or written statements not contained in the RFP, or (b) a previously-issued RFP, if any.

Signature: _____

Date: October 29, 2019

(President or Authorized Representative of Proposer)

Print Name: Carl Springer, PE, PTP

Title: Principal



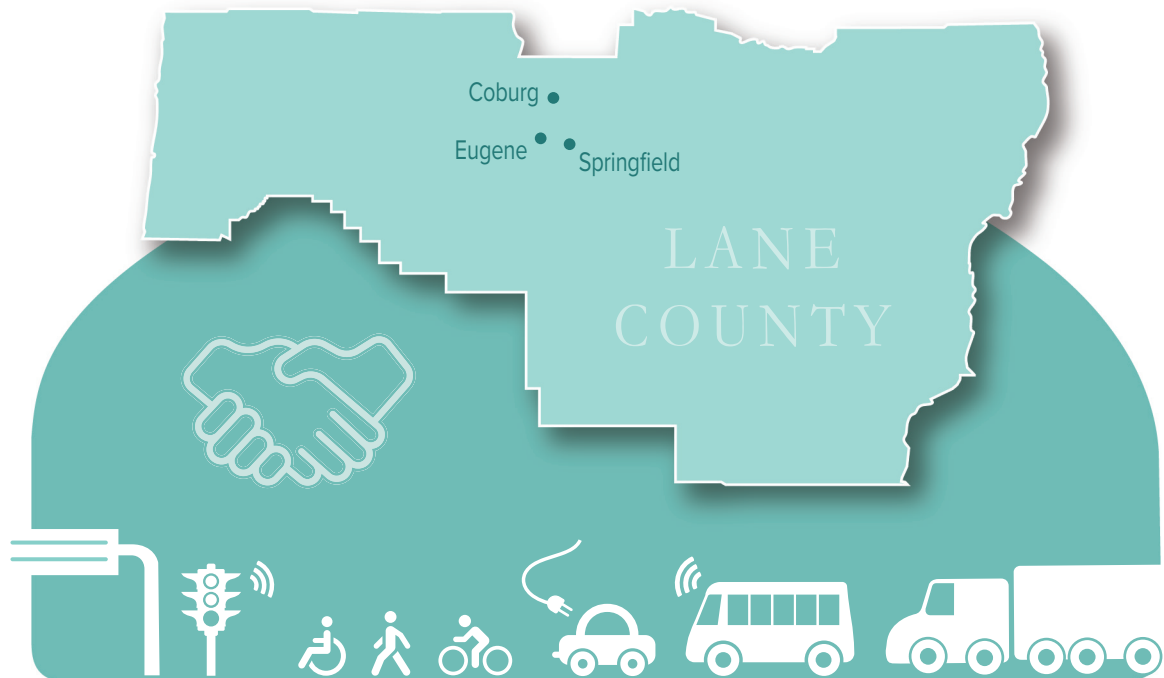
LANE COUNCIL OF GOVERNMENTS

Proposal for

Central Lane MPO

Regional Transportation Plan, Congestion Management Process and Intelligent Transportation System Architecture, Operations and Implementation Plan

RFP No. 2020-0002



Prepared by

October 29, 2019



1. FIRM INFORMATION

OUR TEAM

DKS has assembled an experienced team of professionals to provide all of the RTP, CMP, and ITS services necessary to meet the needs of Central Lane MPO (CLMPO) for this contract. **Dennis Mitchell, PE**, our project manager and single point of contact, has led similar projects at ODOT for numerous agencies throughout Oregon and Washington. Dennis will be supported by an outstanding team of transportation professionals that have been assembled specifically for this contract.

Our team, led by **Carl Springer, PE, PTP (planning lead)**, and **Jim Peters, PE (Principal-in-Charge)** has strong knowledge of regional transportation planning, modeling, data analytics, systems engineering, ITS planning and design, and network design paired with an excellent understanding of local conditions. DKS has experience working with multidisciplinary teams and will analyze modeling data from both the Metro developed, four-step travel behavior model and the parcel based, econometric land use model being developed by UrbanSim. We value the opportunity to work with you as a partner in prioritizing regional transportation investments and have a history of delivering strategic and high-quality transportation planning projects on budget and on time.

We have included **Jennifer John (Jacobs Engineering Group)** on our team to lead any application of modeling tools for use in the RTP update process. Jennifer has worked as an extension of CLMPO staff for the past 13 years, performing all travel demand modeling for projects in the region. Her familiarity with these models and with CLMPO staff will simplify the development of new forecasts used in this update. Jennifer has unique knowledge of federally required RTP processes, standards, and concerns, and brings statewide experience developing comprehensive plans, transportation system plans (TSP), and transit master plans and modeling support for RTPs.

At DKS, we are committed to help CLMPO provide meaningful access and opportunities to Disadvantaged Business Enterprise (DBE) firms. We have included **JLA Public Involvement (DBE, WBE)** on our team to deliver strategic communication and community engagement services. JLA has supported transportation planning projects all around the state, at local, regional and state-wide levels. **Adrienne DeDona**, JLA's proposed program manager, is currently working in Lane County on the Moving Ahead transportation planning program and has worked with the City of Eugene on an assessment of their Neighborhood Services Program.

LENGTH *of* TIME
IN BUSINESS

40 YEARS



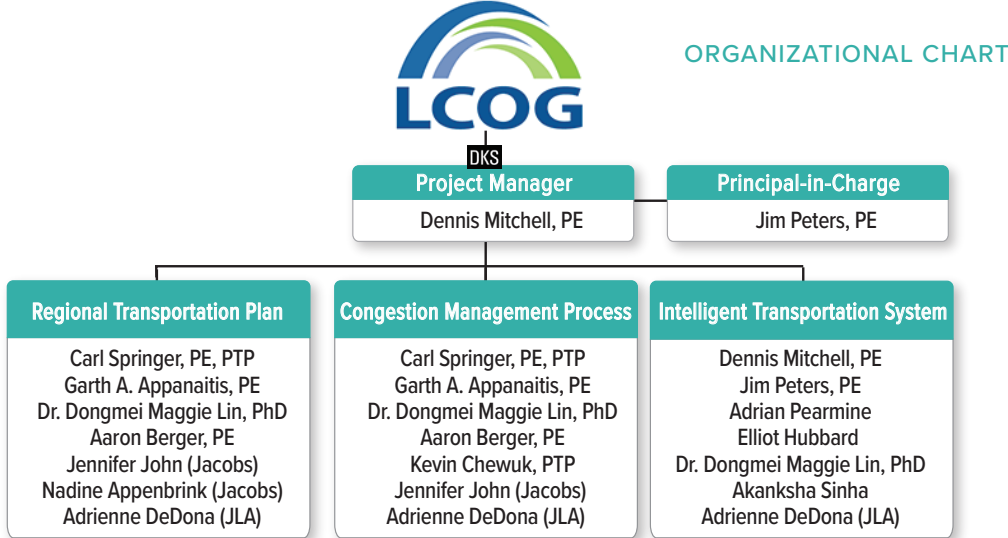
145
DKS STAFF

8 OFFICE
LOCATIONS



2. PERSONNEL INFORMATION

DKS team members were carefully selected based on previous work in and around the CLMPO region and in similar Oregon communities to deliver a CMP, RTP, and ITS plan that guides efficient transportation investments and sustains economic growth. The chart below illustrates our key team members who will perform the work on the project. The following sections present how our staff experience will lead your project to a successful outcome.



(JLA) = JLA Public Involvement, DBE, WBE
(Jacobs) = Jacobs Engineering Group



DENNIS MITCHELL, PE

PROJECT MANAGER, ITS LEAD

Dennis is a transportation engineer with over 34 years' experience leading transportation projects for public agencies. Prior to joining DKS, Dennis was the Region 1 Traffic Engineer with the Oregon Department of Transportation (ODOT). With this agency experience, he brings expertise in leading and directing the technical aspect of traffic investigations, design and operations including the development, evaluation and deployment of new technology related to traffic engineering and intelligent transportation systems (ITS). Dennis is also experienced in securing funding, public and private outreach, and coordination of efforts with other Oregon transportation agencies to initiate, plan and execute ITS projects.

EDUCATION

BS, Civil Engineering, Portland State University, 1983

REGISTRATIONS

Oregon Professional Traffic Engineer No. 14419

YRS. EXPERIENCE: 34

SELECT EXPERIENCE

- **FHWA Mainstreaming TSMO, Nationwide**
- **METRO TSMO Plan, OR**
- **ODOT OR 217 Active Traffic Management Project, OR**
- **ODOT Region 1 ITS Implementation and Operations Plan, OR**
- **ODOT Statewide ITS Architecture and Operational Concept, OR**
- **ODOT Region 1 ITS Program Manager, OR**



JIM PETERS, PE

PRINCIPAL-IN-CHARGE

Jim has been planning, designing, and implementing transportation systems for more than 25 years. As a principal and Director of Transportation Technology in the DKS Portland office, he has extensive local and national experience with systems engineering, ITS planning and design, and is a leader in systems engineering in the Northwest. He has provided systems engineering services, including concepts of operation, functional requirements, procurement, and testing services for dozens of transportation systems. Jim has a successful track record of assisting local agencies to integrate regional with statewide ITS architecture plans.

EDUCATION

BS, Civil Engineering, University of Washington, 1994

REGISTRATIONS

Oregon Professional Civil Engineer No. 72367

YRS. EXPERIENCE: 25

SELECT EXPERIENCE

- **Portland ITS Architecture and Operational Concept Plan, OR**
- **Spokane Regional Traffic Management Center ITS Architecture Plan Update, WA**
- **Washington County ITS and Communications Plan, OR**
- **ODOT Statewide ITS Architecture Update, OR**
- **Southwest Washington Transportation System Management and Operations Plan, WA**
- **Deschutes County ITS Plan Update, OR**
- **Eugene/Springfield ITS Architecture/Plan**



CARL SPRINGER, PE, PTP

RTP/CMP LEAD

Carl is a veteran transportation planner and engineer that has completed over 500 studies and design projects. His primary expertise is in transportation system planning for cities, counties and metropolitan areas, transportation finance and data visualization. Carl led multimodal Transportation System Plans in over 25 cities and counties in Oregon. He managed the ODOT Region 2 Flexible Planning Services for eight years. Carl has built a reputation for clear and effective communication and is known for his passion to deliver quality results that align with community values.

EDUCATION

MS, Transportation Engineering, University of California, 1983 Berkeley | BS, Civil Engineering, Washington State University, 1980

REGISTRATIONS

Oregon Professional Civil Engineer (PE) No. 18910,

Professional Transportation Planner (PTP) No. 17

YRS. EXPERIENCE: 39

SELECT EXPERIENCE

- **Regional Transportation Council Origin Destination Study, OR/WA**
- **Transportation System Plans Statewide, OR/WA**
- **COMPASS Congestion Management Plan Update, Boise, ID**
- **Bend Metropolitan Transportation Plan Update, OR**
- **AAMPO Regional Transportation Plan Update, OR**
- **Central Eugene In Motion Study, OR**



ADRIAN PEARMINE

NATIONAL DIRECTOR FOR SMART CITIES AND CONNECTED VEHICLES

Adrian specializes in intelligent transportation systems (ITS) and systems engineering for transit and transportation projects. His experience includes the planning, design and implementation of ITS with a specific focus in public transportation agencies. He also specializes in project management of telecommunications projects, including the design and implementation of wireless networks, telecom facilities, inside plant and outside plant. More recently, Adrian has been leading the Rail Operations Optimization Technology (ROOT) project involving Internet of Things for the Light Rail fleet and the Next Generation Transit Signal Priority Plan for TriMet.

EDUCATION

BS, Civil Engineering, University of Washington, 1996

YRS. EXPERIENCE: 23

SELECT EXPERIENCE

- **Connected Vehicle White Papers for Clark County, WA**
- **ODOT Regional ITS, Eugene/Bend, OR**
- **WSDOT Statewide Architecture/Communications Plan, WA**
- **VAST TSMO, WA**
- **TriMet Technology Projects, OR**



DR. DONGMEI MAGGIE LIN, PHD

TRANSPORTATION ENGINEERING ASSOCIATE

Maggie has more than seven years of experience in signal operations and systems engineering, including signal timing development, implementation and fine-tuning, signal controller programming, and transit signal priority. At DKS, her experience includes writing systems engineering documentation, evaluating traffic signal priority, and developing and implementing local and coordinated signal plans for agencies in Oregon, Washington, California, Idaho, and Montana. She is proficient with controller software including TrafficWare, Econolite, SEPAC, NWS Voyage and their respective central systems. She has extensive experience with analyzing signal operations with Vissim microsimulation. She serves on the board for Oregon ITE Section.

EDUCATION

PhD, Transportation Planning and Management, Beijing Jiaotong University, China, 2013

MS, Civil and Environmental Engineering, University of Nevada, Reno, 2016

BE, Management Information Systems, Beijing Jiaotong University, 2007

REGISTRATIONS

CA, Professional Traffic Engineer, No: TR 2891

YRS. EXPERIENCE: 7




SELECT EXPERIENCE

- **OCTA 17th Street-Westminster Ave, CA**
- **Traffic Signal Synchronization Project (TSSP), CA**
- **City of Vancouver Mill Plain Blvd Signal Timing, WA**
- **Montana Statewide Signal System Evaluation, MT**
- **Montana DOT Kalispell Signal Timing, MT**

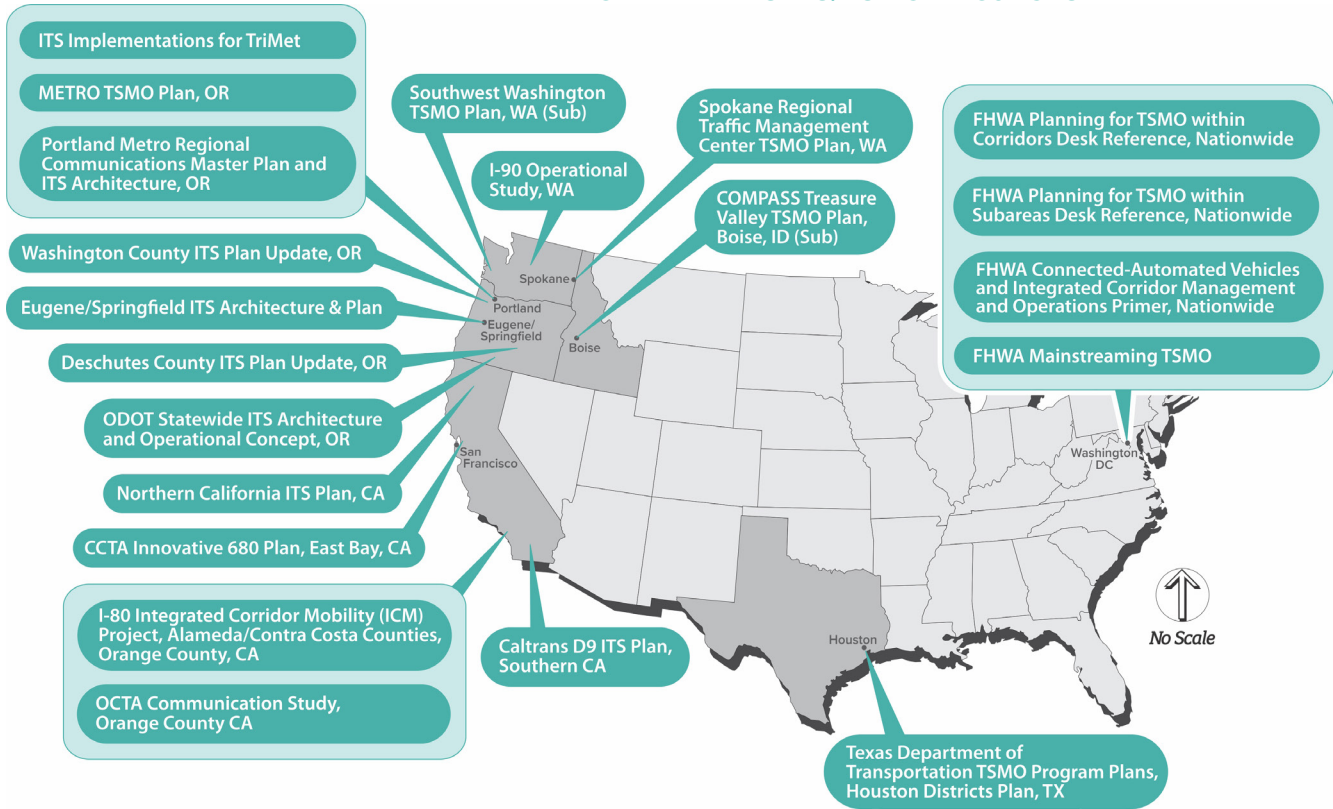
SECTION 2 ▶ PERSONNEL INFORMATION

Project experience

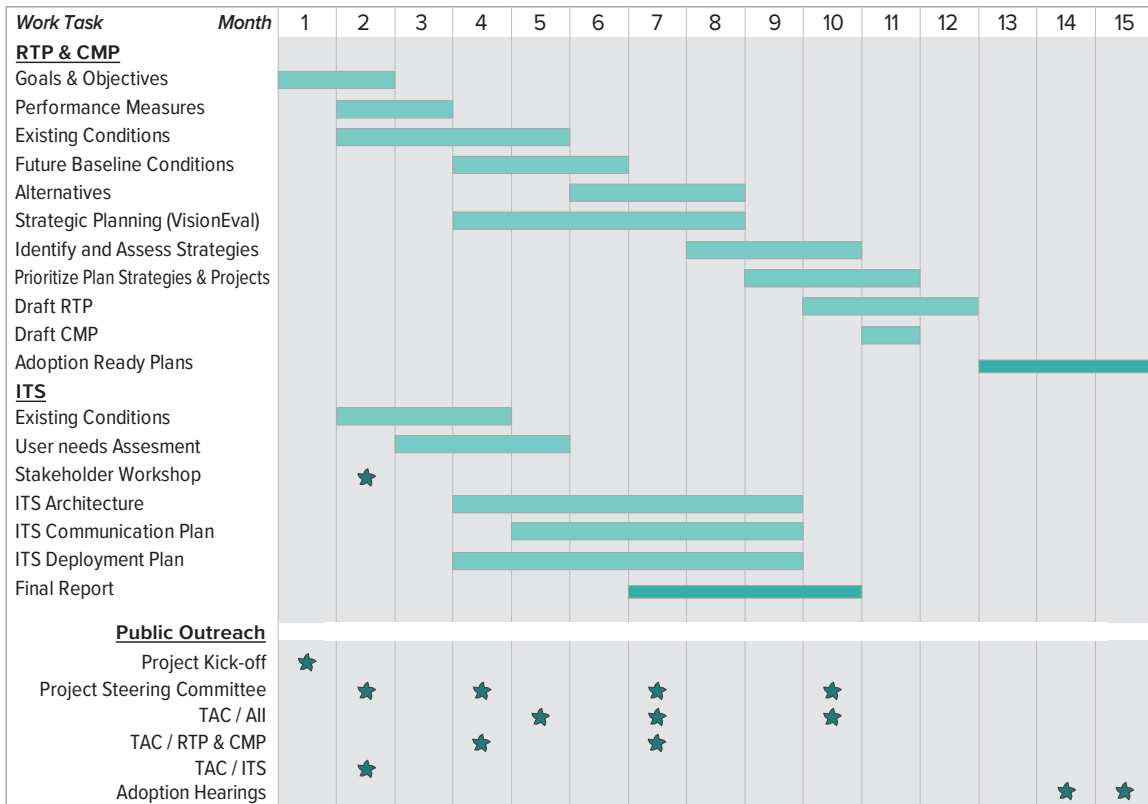
The following relevant projects best demonstrate our ability to address similar, multijurisdictional planning and design projects throughout the country.

	LANE COUNTY	 RTP/TSP	 CMP	 ITS
Technical Consulting Support for Transportation Modeling at LCOG, OR (Jacobs)	●			
Springfield Main Street, ODOT Region 2, Springfield, OR (JLA)	●			
Moving Ahead Alternative Analysis Transit Study at Lane Transit District, OR (Jacobs)	●			
Lane County Transportation System Plan Update, OR	●	●		
Downtown Eugene Federal Courthouse Final Design and Analysis, OR	●			
Central Eugene in Motion Study, Eugene, OR (in-process)	●			
Lane County ARTS Transportation Safety Evaluation and Scoping, OR	●			
Eugene/Springfield ITS Architecture/Plan, OR	●			●
Corvallis TSP Update		●		
Sherwood TSP Update TGM		●		
Washington County TSP Update		●		
Bend Metropolitan Transportation Plan Update, OR		●		
AAMPO RTP Update, OR		●		
COMPASS Congestion Management Process & TSMO Plan, Boise, ID			●	●
Deschutes County ITS Plan Update, OR				●
Washington County ITS Plan Update, OR				●
Portland Metro Regional Communications Master Plan/ITS Architecture, OR				●
METRO TSMO Plan, OR		●		●
FHWA Mainstreaming TSMO, Nationwide				●

NATIONWIDE DKS ITS/TSMO PROJECTS



3. PROJECT TIMELINE



4. PROJECT UNDERSTANDING AND APPROACH

PROJECT UNDERSTANDING & APPROACH

The DKS Team is excited to assist CLMPO in taking the next step in regional planning by integrating their Intelligent Transportation System (ITS) plan with updates to the Regional Transportation Plan (RTP) and Congestion Management Process (CMP). Historically, ITS plans have been stand alone plans and they have languished unless they had a local champion and its own funding to advance it to implementation. LCOG and the regional partners recognize that now is the time to mainstream transportation system management and operations (TSMO) and have structured this project to deliver the RTP, CMP, and ITS plan as part of one cohesive effort. This new approach to regional planning incorporates system operations in parallel with other strategies, which provides the basis for applying emerging technologies to better operate and manage a transportation system.

PROJECT OBJECTIVES

1. Develop objectives-driven, performance-based transportation plans. Our approach recommends creating common regional goals, objectives, and performance measures that can be used for the RTP, CMP, and ITS plan.
2. Ensure transportation investment decisions consider the full range of tools to meet the region's goals and objectives. The CLMPO plan updates will set a new standard for other agency planning efforts in Oregon.
3. Our approach integrates planners and operations personnel (such as incident responders) to describe long range and day-to-day operations needs and produce strategies and projects that combine the full range of transportation into the regional planning priorities. DKS will include input from both the Transportation and Land Use Models.

APPROACH TO MOVE TSMO INTO A SUSTAINABLE OPERATIONS PROGRAM

The CLMPO and regional partners aim to move TSMO into a sustainable operations program that is weaved into the fabric of regional and local planning. The following represent a sample of key elements of moving TSMO into the mainstream.

1. **Create a cultural shift to TSMO:** For TSMO strategies to be successful, the culture and leadership needs to embrace the idea of TSMO solutions. Our approach includes engaging and educating leadership about TSMO and why it is effective.
2. **Create a TSMO working group:** The most successful regions implementing TSMO maintain a regular working group that advances TSMO thinking and projects.
3. **Plan for TSMO as part of regional planning efforts.** With this project, CLMPO is taking an important step to incorporating operations strategies to achieve regional goals.
4. **Promote TSMO pilot projects:** Investing in a pilot project allows the region to test a new strategy and work out the challenges before applying the strategy more broadly. It is a cost-effective way to develop and implement new strategies.

5. **Assess the region's operations maturity using capability maturity model (CMM) assessment:** This is a self-assessment that identifies the level of maturity (performed, managed, integrated, and optimized) and shows where the agencies can focus resources to improve.
6. **Ensure funding is available for ongoing operations and maintenance (O&M) of TSMO strategies:** TSMO projects tend to have a significantly lower initial capital cost than a large infrastructure project (such as widening a freeway), making them easier to implement, yet the need for ongoing O&M can be left out. To implement and maintain successful TSMO strategies, the full lifecycle cost should be considered.
7. **Use performance measures to evaluate the performance of the system and promote additional funding:** Regularly reporting performance measures, enables informed decision making and allocation of resources. Performance measures can help highlight where the region is achieving goals and where improvements are needed. This data driven approach is fundamental to reporting on the success of the transportation system.

OVERALL PLANNING APPROACH

The three plan updates will share a common policy framework. The starting point will be the adopted 2017 RTP which guides the region’s long-range transportation plans and investments. Proposed refinements and additions will be identified that fully respond to federal requirements for the CMP and provide sufficient guidance for ITS & TSMO strategy development. It is vital that a core set of objectives be shared amongst all three plans, while recognizing that the RTP and the CMP may well have other performance measures to better serve their overall purposes. This can include measures that help uncover the root causes and systemic constraints of the movement of people and goods around the region. The ITS and TSMO plan is primarily oriented toward motor vehicle safety and efficiency, while the RTP and the CMP have broader perspectives on the quality and availability of multimodal travel, including more subtle aspects of transportation services, such as equity and accessibility.

Project Schedule: The overall plan will follow a 12-month schedule. RTP/CMP work will begin first and last 12 months, and the ITS portion work will be delivered in 8 months. Additionally, there will be a 3-month plan adoption period (see page 6 for a detailed timeline and task list).

FEDERAL AND STATE REQUIREMENTS

Each plan (RTP, CMP, and ITS plan) have unique Federal and State requirements that must be included to achieve plan approval.

- **CMP:** The DKS team recently updated the COMPASS (Boise area) Congestion Monitoring Process to address FHWA comments regarding CFR 450.322 and ensured the region’s CMP meets Federal requirements. In Boise, this included more active transportation measures, and an expanded measures for motor vehicle congestion, such as travel time reliability.
- **ITS Plan:** The DKS team uses a multiple page checklist to ensure the regional ITS plans in Oregon meet all Federal requirements including making sure the CLMPO region ITS Architecture is compliant so Federal money can be used for ITS projects. We’ve had a 100 percent success delivering ITS plans that meet all the Federal requirements and will ensure the CLMPO ITS plan checks all the boxes. We also developed the original Eugene-Springfield Area ITS Plan, which allows us to “hit the ground running.”
- **RTP:** The DKS team has delivered regional plans that complied with Oregon Transportation Planning Rule (OAR 660-012) and FHWA requirements under MAP-21 and FAST Act.



PUBLIC PARTICIPATION

The consultant team, led by JLA Public Involvement, will prepare a Public Stakeholder Involvement Strategy plan for these plan updates. We expect that the core public outreach elements will include a project web site, and Project Steering Committee (PSC) to provide feedback on the overall direction, and a Technical Advisory Committee (TAC).

PSC Meetings: We envision up to four PSC meetings to guide the overall process. We expect that the PSC would meet at four key project milestones to review status and provide the Project Management Team with feedback. Suggested milestones topics include 1) Kick-off, 2) Performance Measure Selection, 3) Alternative RTP Solutions review, and 4) Draft RTP & CMP documents review.

TAC Meetings: We envision that the TAC will include two subgroups: one for ITS operators and first-responders, and another for local agency planners and engineers that are interested in the RTP and CMP updates. It is expected that TAC convene up to 4 times, with the first and last meeting being for the full group. The interim two TAC meetings would be split between the ITS and the RTP/CMP planning activities.

In addition, general public open house events will be held at up to two project milestones. We suggest after the baseline assessment is complete for Existing Conditions and Future Baseline scenarios, and during the review of possible new projects and programs to meet 2045 travel demands.

TECHNICAL ANALYSIS AND PLAN UPDATE

The latest CLMPO RTP lays out 12 regional planning objectives (see inset at right) that provide a comprehensive framework for developing updated performance measures and strategies for each plan. Several of the RTP objectives will be shared between the three plan updates, including the following topic areas: Safety, Connectivity, Accessibility and Mobility, and Transit. These objectives have readily available datasets and well-established methodologies for assessing performance, and can provide a comprehensive assessment of system performance across all modes and users.

The progression of the three plans follows a common shared list of activities, as illustrated in the Table 1 on page 10 and briefly highlighted below.

- For each plan, the guiding RTP objectives are reviewed to ensure they fully address the latest state and federal requirements. Any proposed revisions or additions are identified.
- Next supplemental performance measures are defined to provide a technical basis for performance-driven decision making. Specific objectives for each plan are flagged in the table as likely areas to consider.
- Since this is a major update to the RTP, a refresh of the baseline conditions will be required, including any new performance measures defined through this process.
- Since the ITS plan is dated, a comprehensive review of the existing system and functionality is needed.
- The initial travel forecast for 2045 will follow the traditional planning process using the latest land use and travel demand models recently updated by LCOG. The motor vehicle system performance measures will be re-assessed based on this initial future.
- Possible alternative futures will be investigated to flag sensitivities of baseline assumptions (fuel pricing, autonomous vehicle integration) that may disrupt plan outcomes.

The RTP Objectives topics:

1. Safety
2. Connectivity
3. Accessibility and Mobility
4. Environment
5. Economic Vitality
6. Equity
7. Public Health
8. Transit
9. Rapid Passenger Rail
10. Public Involvement
11. Coordination/Efficiency
12. Implementation



SHARED PLANNING ACTIVITIES	ITS & TSMO	RTP & CMP
Review Plan Objectives and Add New Performance Measures	Consider new measures for Safety, Accessibility, Mobility, Transit and Efficiency.	Consider measures for Safety, Connectivity, Accessibility and Mobility, Equity and Public Health.
Assess Existing System & Travel Conditions	Update inventory of existing ITS system capabilities.	Assess performance of motor vehicle, freight, walking and bicycling system based on expanded performance measures.
Assess Future Baseline Travel Conditions	Identify roster of potential emerging technologies.	Forecast 2045 demands for RTP update and re-assess performance; Consider alternative demand futures using VisionEval.
Identify Candidate Strategies, Policies and Project Updates	Identify shared strategies and performance measures across all three plans. Identify any new candidate projects and programs to be considered for this update.	
Screen and Prioritize Strategies and Policies	Apply scoring to candidate projects and programs based on performance measures. Work with Steering Committee and LCOG staff to prioritize updated investment lists.	

Table 1: Shared Planning Activities for the ITS, RTP and CMP Updates



ITS APPROACH

The DKS approach developing and updating ITS plans has been proven over two decades of planning for public agencies. Our PM, Dennis Mitchell, has 30 years of public agency experience, planning, deploying, and operating ITS projects in Oregon. DKS’ public agency ITS planning expertise is recognized nationally as we have developed guidebooks for planning for and mainstreaming transportation systems management and operations (TSMO)¹.

The following list defines our approach to ITS planning includes

- 1. Update the current conditions** so we have a baseline of technology infrastructure and systems to base our proposed projects on, building off of our experience from developing the original Eugene-Springfield regional ITS Architecture and Plan.
- 2. Listen to and document stakeholder needs.** The stakeholders are typically public agency personnel and not the public, and they include planners, traffic engineers, transit agencies, emergency/incident responders, and maintenance technicians.

- 3. Update the regional ITS architecture** to reflect the update to the new ARC-IT tool, incorporate new strategies, and ensure the region is compliant with the architecture rules. Migration to the ARC-IT tool will involve using the RAD-IT tool to import the old architecture into the current format. We will also use the SET-IT tool to ensure compliance with Federal Systems Engineering requirements.
- 4. Identify ITS strategies.** Include the priority strategies, project list, and plan for communications infrastructure. Identify the ITS strategies for use in the RTP and CMP. and use the results from the RTP and CMP to ensure that all data collection needs are addressed in the ITS Plan.
- 5. Develop the final report and executive summary.** In the Portland metro region, we included the Regional TSMO policies and strategies in the RTP, and attached the full ITS plan as an appendix to the RTP. We will discuss approach with the CLMPO stakeholders to ensure this meets local needs, but it has worked well for the Portland region.

¹Note: We use ITS and TSMO interchangeably in our proposal. They are similar, but TSMO is the most current term and expands the scope of what we plan for beyond the physical infrastructure to include process and system enhancements as well. The scope of this RFP takes the concept a step further, and may be considered the “Third Generation” of ITS Planning.



REGIONAL TRANSPORTATION PLAN APPROACH

We expect that the 2020 CLMPO RTP update effort will include the following main highlights:

- The latest RTP plans will be amended to incorporate any changes in the local city and county Transportation System Plans and the Lane Transit District Plans since 2017.
- A new set of travel forecasting and land use models will be applied to develop a new base year and a 2045 horizon year.
- A range of possible futures for the region will be considered using the VisionEval strategic planning tools.
- As mentioned above, this is the first opportunity to integrate the RTP, CMP and TSMO plans in a way that unifies performance-based planning and enhances community outcomes from their collective planning investments.

Work activities for the 2020 RTP update generally will follow the traditional planning approach and will address the requirements listed in the RFP. We have summarized specific issues that will be considered at key process steps in the following discussion.

1. Identify Candidate Goals and Objectives for Performance Monitoring:

The 2017 RTP already has a robust policy framework already. The key will be to flag objectives that are good candidates to extend beyond the RTP to mutually inform the CMP and the TSMO plans. Data availability will be considered, as determined from the concurrent work in the CMP update.

2. Integrated Multimodal Performance Measures:

A priority list of performance measures that fully comply with FHWA requirements will be identified and reviewed by the Project Steering Committee for application in this RTP update.

This work will be done concurrently with Steps 3 and 4 of the CMP update planning work. In addition, a technical review framework will be developed to address Health and Equity benefits and impacts for alternatives solutions, based on LCOG's socio-economic data.

3. New Performance Baselines for Existing and Future Assessment:

Once the new performance measures are identified, these metrics will be applied to the new 2016 baseline conditions and for the initial 2045 forecast. Technical analysis will be supplemented by public engagement with the Project Steering Committee and the general public. This will provide a performance framework for comparing the impacts of growth, and inform choices of new projects and programs beyond those already identified in the RTP.

4. Possible Futures Scenario Planning:

The VisionEval suite of tools will be applied to evaluate a range of possible futures that pivot from the initial 2045 forecast. Factors to be considered are expected to include adoption rate of autonomous vehicles, community design trends, and fuel prices among others. The scenario planning outcomes will provide a context for assessing which factors are most influential to the quality and availability of travel in the region.

5. Performance-Based Project Prioritization:

Each of the key system performance measures will be assigned evaluation criteria to help assess the value of prospective projects and programs. All of the existing RTP projects and any new capital projects and programs identified through this update will be scored accordingly. This will provide the project steering committee with an empirical basis for prioritizing investments for the region.





CMP APPROACH

The CLMPO 2011 CMP is under compliance review by the FHWA to identify areas that need to be addressed through this update. Based on our initial review, we expect that several CMP elements will require attention:

- **Four-dimensions of congestion:** The FHWA will require the CMP to fully address the four dimensions of congestion -- intensity, duration, extent and variability.
- **Additional multimodal strategies and metrics:** Amend the CMP performance metrics to expand on specific multimodal benefits of system.
- **Before/after studies for selected strategic projects:** Amend the CMP to include a monitoring element that provides an assessment of how well strategies performed after they are operational.

Our approach will focus on how best to address the FHWA Certification Review comments, and how to better leverage data-driven performance feedback into the RTP process. Elements of the RTP that specifically address congestion management objectives will be used as the baseline for this update, including goals, objectives, performance measures and congestion strategies.

Work activities for the CMP update will follow the recommended FHWA CMP Guidebook action steps as noted in the RFP. We suggest special attention be applied to the first five Action Steps as summarized below.

1. Develop Regional Objectives for Congestion Management

- » Consider which objectives are best suited for CMP monitoring based on data availability for current year conditions.
- » Review data collection and system monitoring requirements based on readily available datasets such as NPMRDS (or field observations, model estimates and big data sources) and staffing requirements.
- » Recommend amendments to planning goals and objectives that better align with a performance-based decision-making perspective.

2. Define Transportation Network to be Monitored

- » Consider establishing network tiers that differentiate between critical regional routes that have better data coverage for performance tracking.
- » Tailor monitoring programs for each network tier.

3. Refine Multimodal Performance Measures

- » Identify RTP objectives, performance measures and data sources.
- » Expand how motor vehicle congestion is measured to include travel time reliability and total hours of congestion.
- » Consider differentiating between regional and corridor performance measures.

4. Data Collection and Performance Monitoring

- » Identify what data is required for each performance measure, who is responsible for collecting it, and how often the assessment is made
- » Include non-motor vehicle measures such as percent priority walking and bicycling network completion.
- » Consider adding measures for freight movement, such as freight travel time reliability and percent trucks of daily traffic volumes.

5. Analyze Congestion Problems and Needs

- » Flag corridors and segments that fall outside of targeted performance ranges.
- » Identify a process for initial investigation of underlying causes of congestion.
- » Collaborate with local agencies to build consensus on critical congestion factors and possible solutions to be applied.

The addition of a final CMP step to Evaluate Strategy Effectiveness will satisfy FHWA requirements to demonstrate the value of previous investments. We recommend that the new chapter document regional performance trends, and before/after studies for selected corridors and programs. The information learned from evaluation should inform the TIP and MTP, as well as other steps within the CMP, notably the identification and assessment of strategies.

5. REFERENCES

CONTACT PERSON/CLIENT	PROJECT	FINAL DOLLAR COST	PERIOD OF PERFORMANCE	PM
Terry Cole, Region 2 Planning Manager, ODOT 355 Capitol Street NE, MS 11 Salem, OR, 97301 (503) 986-2674	Newberg TSP	\$251,979	2012-2017	Carl Springer
Galen McGill, ITS Manager, ODOT 355 Capitol Street NE, MS 11 Salem, OR, 97301 503) 986-4486	Deschutes County ITS Plan	\$149,000	2010 - 2011	Jim Peters
Tara Weidner, Integrated Transportation Analysis Engineer, ODOT 555 13th St NE, Salem, OR 97301 (503) 986-4226	Albany Area Metropolitan Planning Organization Strategic Assessment	\$41,260	2018-Present	Aaron Berger

6. PROPOSED PRICING

Summary Breakdown of Costs

Labor Hours	3480
Fully Burdened labor Cost	\$225,236
Direct Expenses	\$1,107
Overhead	\$297,599
Profit	\$51,380
Total	\$575,683

Breakdown of Costs - Dated: 10/23/2019

PAATA or Contract Number: #:	And Number: #:	% of Budget in Current Year (5.00%	Accepted Overhead	184.57%
WOC Number: 06:	And Number: #:	% of Budget in CY+1	95.00%	FCGM	0.25%
PROJECT NAME: RTP, CMP, ITS Architecture, Implementation Plan		% of Budget in CY+2	0.00%	Negotiated Profit	11.00%
		% of Budget in CY+3	0.00%	Annual Escalation Rate	3.50%
		Weighted Escalation Factor	1.033		

MULTIPLIERS

Grade 43 Principal in-Charge	Grade 28 Senior Project Manager	Grade 36 Principal	Grade 25 Senior Planner	Grade 21 Planner	Grade 13 ITS Planner	Grade 51 Technical Expert	Tech Z Graphics / Communication Design	Tech T Admin	Direct Expenses
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DKS Associates, Inc

DATA ENTRY SECTION

Add Classification

Task #	Task 1.0 Project Schedule and Coordination	60	120	120	0	0	0	0	0	36	\$ 62
1.1	Project Schedule and Coordination	60	120	120						36	\$ 62
2	Task 2.0 Public Participation	0	0	24	0	60	0	0	0	40	\$ 123
2.1	Public Participation	0	0	24		60				40	\$ 123
3	Task 3.0 RTP, CMP, ITS Architecture, Operations and Implementation Plan	150	320	150	200	300	500	40	80	40	\$ 308
3.1	RTP, CMP, ITS Architecture, Operations and Implementation Plan	150	320	150	200	300	500	40	80	40	\$ 308
4	Task 4.0 RTP, CMP, ITS Architecture, Operations and Implementation Plan Preparation	0	20	20	0	80	80	0	80	40	\$ -
4.1	RTP, CMP, ITS Architecture, Operations and Implementation Plan Preparation	0	20	20		80				40	\$ -
4.5	Task 5.0 RTP, CMP, ITS Architecture, Operations and Implementation Plan Adoption	0	40	40	20	60	0	0	0	0	\$ 123
5.1	RTP, CMP, ITS Architecture, Operations and Implementation Plan Adoption	0	40	40		60				0	\$ 123
	TOTAL Non-Contingency	210	500	354	220	500	580	40	200	116	\$ 615

Jacobs

DATA ENTRY SECTION

Direct Expenses

Senior Consultant	Project Planner	Direct Expenses
\$191,110	\$132,422	\$ -

JLA

DATA ENTRY SECTION

Direct Expenses

Project Manager	Direct Expenses
\$133,000	\$ -

Project Summary

GRAND TOTAL CALCULATION SECTION

Task #	Task 1.0 Project Schedule and Coordination	336	\$ 23,267	\$ 42,943	\$ 62	\$ 7,283	\$ 73,612.43
1.1	Project Schedule and Coordination	336	\$ 23,267	\$ 42,943	\$ 62	\$ 7,283	\$ 73,612.43
2	Task 2.0 Public Participation	524	\$ 59,525	\$ 11,574	\$ 431	\$ 1,980	\$ 73,625.06
2.1	Public Participation	524	\$ 59,525	\$ 11,574	\$ 431	\$ 1,980	\$ 73,625.06
3	Task 3.0 RTP, CMP, ITS Architecture, Operations and Implementation Plan	2060	\$ 114,000	\$ 194,659	\$ 492	\$ 33,732	\$ 343,113.11
3.1	RTP, CMP, ITS Architecture, Operations and Implementation Plan	2060	\$ 114,000	\$ 194,659	\$ 492	\$ 33,732	\$ 343,113.11
4	Task 4.0 RTP, CMP, ITS Architecture, Operations and Implementation Plan Preparation	0	\$ -	\$ -	\$ -	\$ -	\$ -
4.1	RTP, CMP, ITS Architecture, Operations and Implementation Plan Preparation	400	\$ 19,337	\$ 31,515	\$ -	\$ 5,535	\$ 56,422.04
4.5	Task 5.0 RTP, CMP, ITS Architecture, Operations and Implementation Plan Adoption	160	\$ 9,106	\$ 16,808	\$ 123	\$ 2,851	\$ 28,910.36
5.1	RTP, CMP, ITS Architecture, Operations and Implementation Plan Adoption	160	\$ 9,106	\$ 16,808	\$ 123	\$ 2,851	\$ 28,910.36
	TOTAL Non-Contingency	3480	\$ 225,236	\$ 297,599	\$ 1,107	\$ 51,380	\$ 575,683.01

Click to Add Contingency Tasks

TOTAL Non-Contingency + Contingency

210	500	354	220	500	580	40	200	116	\$ 615
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240	120	\$ 185
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400	\$ 308
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\$ 3,480	\$ 225,236	\$ 297,599	\$ 1,107	\$ 51,380	\$ 575,683.01
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ADDITIONAL INFORMATION

QUALITY ASSURANCE AND QUALITY CONTROL

The DKS QA/QC Program includes measures and procedures that are used to ensure the delivery of high quality services and products on all projects. The program includes technical elements as well as administrative elements such as progress reports and invoicing. Senior staff involvement in projects at DKS is integral in assuring that DKS delivers satisfaction to its clients. Our clients review our performance on each project annually and we make adjustments to assure total client satisfaction.

DKS maintains a strong commitment to the quality of our products. No work product is delivered to a client without first being reviewed by a senior level staff member. For this, a senior level engineer will review all products (plans, specifications, cost estimates, reports, calculations and other documents) prior to their delivery to CLMPO. For example, to ensure the quality of our products, the DKS team will utilize a color-coded system for marking up, drafting, back checking, and reviewing plans. As plans are developed, each marked-up plan will include a stamp. This stamp will be filled out for each plan sheet as it is originated (marked-up), drafted and reviewed. Draft plans and markups will be saved until the project is completed.

This system has proven to be valuable on all sizes and types of projects and has become a standard within DKS. To ensure that all comments on deliverables are received and considered, DKS will log all comments into a spreadsheet and provide responses to each one. Jim Peters, as our Principal-in-Charge, will be leading this effort.

COMMUNICATION

Client communication is critical to project success. Dennis will be readily available by phone, email, or to meet CLMPO staff at any required location or at DKS. For each project, DKS uses a management approach that focuses on keeping the client informed. This includes being informed on design or planning elements and other aspects of the project, starting with the scope development through project tracking of budgets and schedules, weekly activities, staffing allocations, semi-monthly status updates, monthly invoicing, progress reports, annual review, client surveys, and project close-out.

COST CONTROL MEASURES

The DKS Cost Control process is applied to all projects regardless of size. Our process starts with an upfront mutual understanding of scope, schedule, and budget to avoid costly course corrections. Our project manager, Dennis Mitchell, and key project team members will review weekly activity reports that show time and expenses to date for all project tasks. Weekly consultant team meetings will be held to report on progress and upcoming needs so resources can be allocated, and issues can be dealt with quickly.

ABILITY TO MEET SCHEDULES

The DKS team has committed the resources and staff availability to complete the requested projects on-schedule. The DKS team does not foresee any issues delivering the project tasks within the estimated 12-month schedule. Our team has provided a draft timeline in section 3 which is based upon similar projects we have completed with similar time frames. We will work with CLMPO to refine this timeline to meet the unique needs of the project – for example, schedule of meetings, review cycles, and public involvement.

