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STATEMENT OF QUALIFICATIONS

NEW ORLEANS REGIONAL PLANNING COMMISSION



Travel Demand Model SYFS 2026 & 2027
RPC Task TDM26; FY-26 UPWP
State Project No. H.972627



APRIL 8, 2026

April 8, 2026

Ms. Joan Rupp
Regional Planning Commission
10 Veterans Memorial Boulevard
New Orleans, Louisiana 70124



RE: Travel Demand Model (TDM), State Fiscal Years (SYFS) 2026 & 2027 | Regional Planning Commission (RPC) Task TDM26; FY 2026 Unified Planning Work Program (UPWP) | State Project No. H.972627

Dear Ms. Rupp,

New Orleans RPC relies on Southeast Louisiana Travel Model (SELATRAM) as a core tool for long-range planning, corridor-level analysis, and evaluation of complex highway, transit, freight, and tolling scenarios across the New Orleans region. DCCM understands that this effort is not simply a technical update, but the delivery of a fully functional, TransCAD-based model that is accurate, transparent, and practical for RPC staff to operate and maintain alongside other planning responsibilities. Our approach is structured to build on key input layers of the existing model while addressing updated data, expanded geography, future horizon years through 2055, and enhanced documentation and training, ensuring SELATRAM v10 supports RPC's day-to-day planning needs and long-term regional decision-making.

DCCM offers more than 25 years of specialized expertise in developing, calibrating, validating, and maintaining advanced travel demand models for Metropolitan Planning Organization (MPOs) and state DOTs. Our team is uniquely positioned to deliver a fully functional SELATRAM v10 that meets or exceeds every requirement in the Scope of Work, including the TransCAD/GISDK platform, feedback loop, toll and truck modeling (with port-specific capabilities), 5-year scenario intervals through 2055, robust validation, and staff-friendly maintenance features. We understand the project will commence approximately six weeks after award and must be completed within 10 months. DCCM is prepared to deliver all services on schedule and is prepared to work with RPC to refine scope, level of effort, and fee following selection to align with project priorities, schedule, and budget.

Proven Leadership and RPC Continuity



Mike Chaney, AICP | Project Manager

Mike brings 29 years of hands-on experience in travel demand modeling and serves as DCCM's National Multimodal and TDM Lead. He has designed and led the development of numerous state-of-the-practice and advanced-practice models, including serving as Project Manager for the Capital Area Metropolitan Planning Organization (CAMPO). Mike has also led major model updates for the Central Arkansas Regional Transportation Study (CARTS), the Association of Central Oklahoma Governments (ACOG) model in Oklahoma City, the El Paso 2040 Horizon Model (supporting MOVES air-quality conformity), and multiple MPO and statewide efforts across Texas, Arkansas, and Louisiana. His experience will ensure efficient delivery and a robust, maintainable SELATRAM that supports RPC's day-to-day planning and long-term decision-making. He previously provided direct technical support to the RPC on three SELATRAM maintenance contracts and will deliver day-to-day leadership, rigorous quality control, and seamless collaboration with RPC staff.



Kechu "Cacho" Wang | Deputy Project Manager

Cacho has supported the New Orleans RPC since January 2023 across three on-call contracts, gaining intimate knowledge of SELATRAM v9.3, the New Orleans RPC, and region. Her contributions include installing/configuring the model on New Orleans RPC workstations, updating base- and forecast-year networks, Traffic Analysis Zone (TAZ)/demographic layers, external trip tables, and performing validation checks. She has resolved scenario-run errors, updated GISDK scripts, and prepared user guides to empower RPC staff. Complementing her New Orleans RPC work, Cacho has played key roles in advanced statewide and regional models, including the Arkansas Statewide TDM update, Texas Statewide Analysis Model (SAM) version 5 (v5), and Permian Basin MPO

(PBMPO) model. Notably, she has extensive experience writing and optimizing entire model streams from scratch in TransCAD's GISDK scripting language, incorporating Python/R subroutines, streamlined user interfaces, and enhanced reporting, skills that will accelerate development of SELATRAM v10 while ensuring compatibility with RPC's non-full-time modeler environment.



Ed Elam, AICP, PTP, TSSP-Rail/Bus, PTSCTP | Project Principal

Ed provides local knowledge, senior strategic oversight and performance-based planning expertise, ensuring the model supports RPC's needs for highway/transit forecasting, toll evaluations, scenario planning, and supplemental non-motorized performance measures. He is based in DCCM's Metairie, Louisiana office, providing direct local presence and familiarity with New Orleans RPC and the surrounding region.

Our team's combination of deep, ongoing familiarity with SELATRAM and proven success delivering complex, maintainable advanced travel demand models minimizes risk, controls costs, and delivers a robust, documented, and user-friendly tool that RPC staff can operate and maintain. Mike and Cacho will remain directly engaged throughout the project and available for in-person meetings, training, and working sessions at the RPC office. We are committed to full documentation, in-person training, and post-acceptance technical support.

We welcome the opportunity to discuss our detailed approach. Please contact me at 504.812.6347 or eelam@dccm.com with any questions.

Sincerely,

DCCM



Ed Elam, AICP, PTP, TSSP-Rail/Bus, PTSCTP
Senior Vice President, Planning Practice Leader
eelam@dccm.com | 504.812.6347

MPO Standard Submittal Form

(December 2018)

PROPOSAL TO PROVIDE CONSULTANT SERVICES

Firm should fill in the MPO Standard Submittal Form provided without altering the text provided in the form.
Firm should enter the firm name in the footer at the bottom of this page. (It will carry over to subsequent pages.)

1. Contract title as shown in the advertisement	Travel Demand Model SYFS 2026 & 2027
2. Contract number(s) if shown in the advertisement	RPC Task TDM26; FY-26 UPWP
3. State Project Number(s), if shown in the advertisement	No. H.972627
4. Firm name (as registered with the Louisiana Secretary of State where such registration is required by law)	DCCM Infrastructure, Inc.
5. Firm license number (as registered with the Louisiana Professional Engineering and Land Surveying Board (LAPELS or American Institute of Certified Planners (AICP or other professional regulatory board, as applicable) if registration is required under Louisiana law)	LAPELS Firm Registration No. EF.0007394
6. Mailing address	3421 North Causeway Boulevard, Suite 500 Metairie, Louisiana 70001
7. Name, title, phone number, and email address of firm's Contract Point of Contact	Ed Elam, AICP, PTP, TSSP-Rail/Bus, PTSCTP Senior Vice President Planning Practice Leader eelam@dccm.com 504.812.6347
8. Name, title, phone number, and email address of the official with signing authority for this proposal	Ed Elam, AICP, PTP, TSSP-Rail/Bus, PTSCTP Senior Vice President Planning Practice Leader eelam@dccm.com 504.812.6347
9. This is to certify that all information contained herein is accurate and true, and that I presently have sufficient staff to perform these services within the designated time frame.	Signature (shall be the same person as #8):  Date: April 8, 2026
10. If a Disadvantaged Business Enterprise (DBE) goal has been set for this advertisement, indicate which firm(s) will be used to meet the DBE goal.	N/A

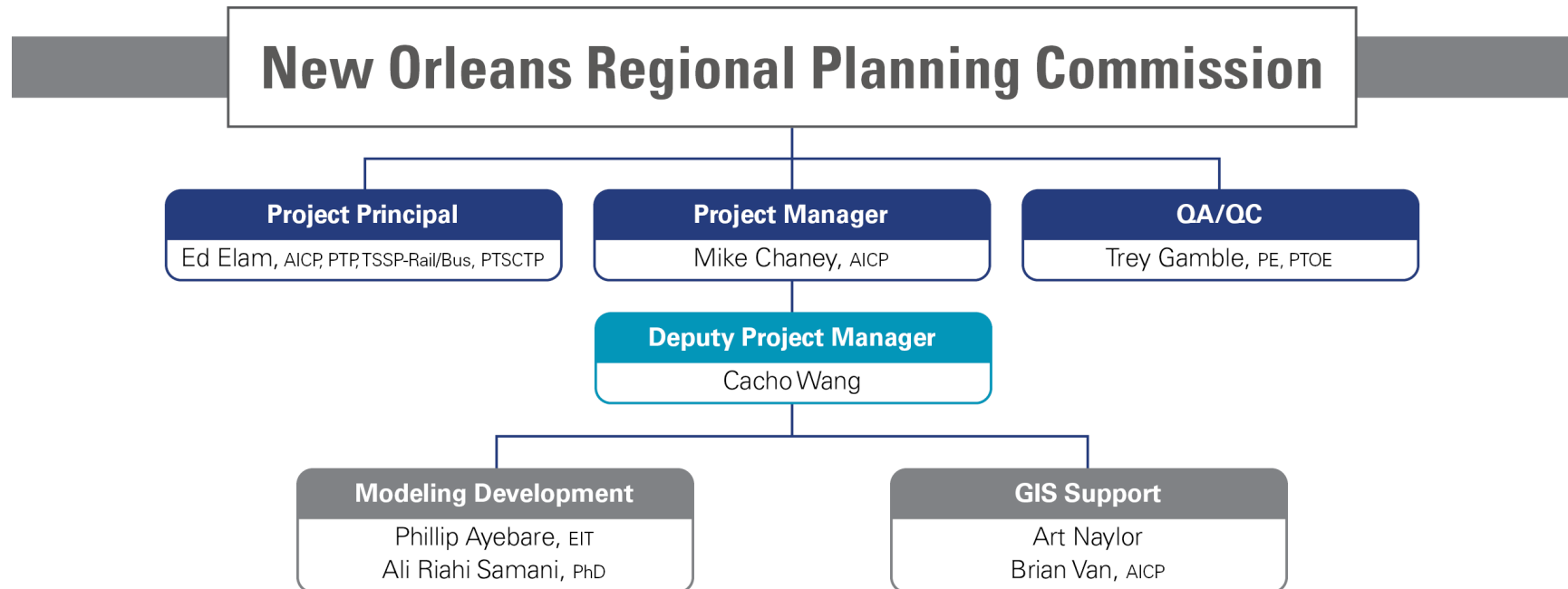
11. Provide an organizational chart showing ALL relevant prime consultant and sub-consultant (if applicable) personnel assigned to each task of the contract, specific duties for each, and reporting lines for the purposes of this contract. (Sub-consultants should put “See prime’s MPO Standard Submittal Form.” If the prime and sub-consultant(s) provide conflicting information, the information given in the prime consultant’s MPO Standard Submittal Form will be used.)

a. Please provide the total percentage of the overall contract to be performed by the prime consultant and each sub-consultant.

DCCM will be performing 100% of the contract.

b. Do you have a DOTD audited overhead rate? If so, please provide it.

DCCM maintains a compliant, self-certified overhead rate and is currently in the process of obtaining a DOTD audited overhead rate.



12. Use the table below to identify both prime consultant and sub-consultant staff designated to work on this contract meeting the Minimum Personnel Requirements (MPRs) specified in the advertisement. The consultant should fill in the “Requirement” column with the MPRs given in the advertisement. Sub-consultants should put “See prime’s MPO Standard Submittal Form.” If the prime consultant and sub-consultant(s) provide conflicting information, the information given in the prime consultant’s MPO Standard Submittal Form will be used. Add or remove rows as needed.

Requirement (as stated in advertisement)	Personnel being used to meet the requirement	Firm employed by	Type of license / certification required	License / certification expiration date
No minimum personnel requirements (MPRs) are specified in the advertisement.	N/A	N/A	N/A	N/A

13. Short résumés shall be provided for all of the personnel from your firm listed in Section 13 of the prime consultant's proposal. Add or remove rows as needed.

Name	Edwin (Ed) Elam, AICP, PTP, PTSCTP, TSSP-Bus/Rail		Years of experience with this firm/employer	6
Title	Project Principal		Years of experience with other firm(s)/employer(s)	30
Degree(s) / Years / Specialization			MURP / 1990 / Master of Urban and Regional Planning BA / 1988 / Political Science / Public Administration	
Active registration number / state / expiration date			No.10672 / all states / expires: 03/31/2027 No.446 / all states / expires: 11/20/2027	
Year registered	AICP – 1994 PTP – 2013	Discipline	Planning	
Contract role(s) / brief description of responsibilities			Availability: 30% Ed brings more than 35 years of traffic and transportation experience, with a strong background in transit planning and public engagement across small, medium, and large group settings. His work includes corridor studies and Metropolitan Transportation Plans (MTPs) for MPOs and municipalities across Louisiana, Mississippi, Alabama, and Texas. He has supported Title VI compliance and Environmental Justice analyses and has managed over 50 projects for agencies including TxDOT, LADOTD, Alabama Department of Transportation (ALDOT), New Orleans RPCs, Councils of Governments (COGs) and transit authorities.	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract			
11/24 – 06/25	Deputy Project Manager New Orleans RPC TDM On-Call Support New Orleans, Louisiana – Ed served as Deputy Project Manager to complete updates to the regional TDM on an as-needed basis for the New Orleans RPC for the past four on-call contracts, and is currently providing services for a fifth on-call contract. These updates addressed immediate needs of the Commission to evaluate network performance based upon the addition of build projects, updates to population and employment data, as well as the addition of the geographic area resulting from population growth and development in the region.			
01/23 – 06/23	Deputy Project Manager New Orleans RPC TDM Support New Orleans, Louisiana – Ed served as Deputy Project Manager to support targeted on-call contract with New Orleans RPC for SELATRAM operations			

	and updates. This included installing and configuring the model on agency workstations, reviewing and refining base- and forecast-year transit networks and projects, and offering hands-on guidance to staff on updating TAZ-related inputs to integrate new demographic forecast years.
03/20 – 02/22	Project Planner Northwest Louisiana Council of Governments 2045 MTP Northwest Louisiana – Ed served as Project Planner, reviewing transit network analysis and system development. DCCM’s tasks included expanding the TDM to add a parish, updating it to TransCAD 8.0, and defining a public engagement strategy. The plan identified mobility improvements for freight, transit, pedestrians, and cyclists while establishing performance measures and project prioritization to meet FAST Act requirements. It aimed to guide performance-based decision-making and scenario planning, ensuring the future transportation system aligns with community goals and regulatory standards.
08/20 – 12/21	Project Manager Sherman-Denison MPO, Texoma Area Paratransit System, TCOG Long Range Transit Plan Cooke, Fannin, and Grayson Counties, Texas – Ed led the DCCM team to develop a fixed-route transit plan for the Sherman-Denison Urbanized Area based on DCCM's 2019 market study that confirmed service feasibility. Working with the Sherman-Denison MPO and TAPS, DCCM created conceptual and final route layouts, recommended service standards, facility needs, stop locations, and future transfer hubs. The plan also estimated service types, implementation costs, ridership, and fare revenues. Supporting analysis included demographic and spatial assessments, transit need indices, public surveys, and concept development, using tools like ArcGIS and QuestionPro.
03/19 – 03/22	Deputy Project Manager LADOTD Statewide Technical Assistance for Transit Statewide, Louisiana – This project provides technical assistance to statewide transit development including the statewide coordinated human services transportation plan. Ed was the primary planner working on the update and facilitating public input from agencies and key stakeholders, as well as providing analysis on needs and demands in the eight DOTD regions across the state. Ed is developing a report-card matrix to document progress with plan implementation, and activities to advance coordinated human services transportation at a regional level.
10/23 – 12/24	Quality Manager New Orleans RPC A Path to Zero, Safe Streets for All Plan St. John the Baptist, Tangipahoa, and St. Tammany Parishes, Louisiana – Ed served as Quality Manager for this Safety Action Plan for the three-parish area. Ed was responsible for assuring the methodology and approval for delivery of public engagement, stakeholder coordination, leadership commitment, equity planning analysis, non-infrastructure recommendations, and performance management recommendations.

Name	Mike Chaney, AICP		Years of experience with this firm/employer	25
Title	Project Manager		Years of experience with other firm(s)/employer(s)	7
Degree(s) / Years / Specialization			BS / 1994 / Geography (Concentration in Urban and Regional Planning)	
Active registration number / state / expiration date			No.024068 / all states / expires: 09/30/2026	
Year registered	AICP – 2010	Discipline	Planning	
Contract role(s) / brief description of responsibilities			Availability: 45% Mike serves as DCCM's National Practice Lead for Travel Demand Modeling and brings more than 30 years of experience in transportation planning, travel demand modeling, and quantitative analysis. Mike has designed and led the development of numerous state-of-the-practice and advanced-practice TDMs. He served as project manager and principal architect of the CARTS model in Little Rock, Arkansas, and the CAMPO model for the in Austin, Texas. He also led the development of SAM and the Arkansas Statewide TDM. His expertise encompasses passenger and freight travel demand modeling, socioeconomic data development and forecasting, model architecture and interface design, calibration/validation, and the integration of TDM outputs into long-range planning, corridor studies, and scenario planning applications	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract			
11/24 – 06/25	Project Manager New Orleans RPC TDM Support New Orleans, Louisiana – As Project Manager, Mike provided on-call contract support to New Orleans RPC for maintaining and troubleshooting the SELATRAM v9.3. Key tasks included installing and configuring the model on New Orleans RPC computers, diagnosing and resolving scenario run errors, and developing detailed step-by-step troubleshooting guides to empower staff in addressing future issues independently.			
10/23 – 06/24	Project Manager New Orleans RPC TDM Support New Orleans, Louisiana – As Project Manager, Mike provided support to the New Orleans RPC for maintaining and troubleshooting the SELATRAM v9.3. Mike reviewed and provided expert feedback on where the model could be improved to align with New Orleans RPC's technical requirements, long-range planning goals, and best practices for model efficiency and reliability. As Project Manager, Mike was responsible for coordinating with New Orleans RPC and guiding the DCCM model development team.			

01/23 – 06/23	Project Manager New Orleans RPC TDM Support New Orleans, Louisiana – Under this on-call contract iteration, Mike assisted New Orleans RPC in enhancing the SELATRAM model's accuracy and usability. Efforts focused on updating base and forecast-year external trip inputs, revising the Traffic TAZ layer and associated demographic data, and guiding New Orleans RPC staff on best practices for ongoing input maintenance. Mike also conducted a comprehensive review of the existing model, installed the model on agency computers, incorporated updated base-year traffic counts into the network, and performed validation checks to verify model performance against observed data.
11/21 – 05/22	Project Manager New Orleans RPC TDM Support New Orleans, Louisiana – As Project Manager, Mike helped deliver targeted on-call support to New Orleans RPC for SELATRAM operations and updates. This included installing and configuring the model on agency workstations, reviewing and refining base and forecast-year transit networks and projects, and offering hands-on guidance to staff on updating TAZ-related inputs to integrate new demographic forecast years.
03/20 – 02/22	TDM Lead Northwest Louisiana Council of Governments 2045 MTP Update Caddo, Bossier, DeSoto, and Webster Parishes, Louisiana – Mike led the development of the TDM architecture and oversaw the TDM development and implementation (including demographic forecasting) using TransCAD. This LRTP/MTP addressed regional and local transportation goals and objectives and encompassed all modes of transportation. The plan also addressed Transportation System Management and Operation (TSMO) strategies, multimodal system deficiencies, freight mobility, safety concerns, and project travel demand for the horizon-year 2040. The final plan included a fiscally constrained list and financial summaries of prioritized projects based on MAP-21/FAST Act compliant quantitative and qualitative performance measures that were both repeatable and transparent to the public, stakeholders, and member agencies.
01/20 – 3/21	Project Manager Oklahoma Department of Transportation (ODOT) Oklahoma Statewide TDM Statewide, Oklahoma – Mike led the development of the first Oklahoma Statewide TDM for ODOT. ODOT TDM serves as a valuable resource to access and help address current traffic concerns and conduct “what if” scenarios for future transportation project prioritization and expenditures. The ODOT TDM is based in the new TransCAD 8.0 environment where a flowchart-based interface is used to operate the ODOT TDM. The flowchart interface provides a clear description of the model flow and easy access to all model input files, model parameters, and output files. The flowchart also provides a convenient way to run an individual step(s) or the entire model.
01/04 – Ongoing	Project Manager TxDOT-TPP Texas SAM-V5 Statewide, Texas – Mike has been the principal architect for the development of five generations of the Texas SAM. In this capacity, he was responsible for the day to day management of the projects, the development of their model architectures, and the design and usability of the model interfaces and validation.

Name	Trey Gamble, PE, PTOE		Years of experience with this firm/employer	27
Title	QA/QC		Years of experience with other firm(s)/employer(s)	7
Degree(s) / Years / Specialization			MS / 1997 / Civil Engineering BA / 1991 / Civil Engineering	
Active registration number / state / expiration date			No. 38295 / Louisiana / expires: 03/31/2028 No. 4101 // all states / expires: 07/18/2026	
Year registered	PE – 2013 PTOE – 2016	Discipline	Civil Engineering, Transportation Engineering	
Contract role(s) / brief description of responsibilities			Availability: 35% Trey has over 34 years of experience in traffic engineering and transportation planning. Trey leads DCCM’s traffic impact analysis team and uses travel TDMs, simulation models, and dynamic traffic assignment models to evaluate the impacts of large-scale site plans and subarea development patterns on adjacent transportation facilities, intersections, and the surrounding transportation system, including pedestrian access and mobility. Trey is an acknowledged authority in land use and transportation interaction, providing workshops and training to policymakers and staff on the benefits and impacts of decisions on urban form, development density, and mix of land uses.	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract			
03/05 – 08/08	Task Leader Capital Region Planning Commission Baton Rouge MTP Update and TDM Development Baton Rouge, Louisiana – Trey was part of a team assisting the Capital Region Planning Commission with transportation planning and engineering services for the development of a long-range transportation plan for the Baton Rouge urbanized area. DCCM provided the technical and planning services required for the development of a four-step travel demand forecasting model, which resulted in a new MTP. DCCM assisted in the development of a TransCAD-based multi-modal TDM that was used to perform capacity deficiency analyses, future-year demand analyses on multiple scenarios, and evaluation of individual needs in the study area up to the planning horizon 2032.			
09/08 – 05/13	Senior Transportation Engineer ACOG Surveys and TDM Update Oklahoma City, Oklahoma – As Senior Transportation Engineer, Trey worked with ACOG on the development of a TDM base-year forecast and a future-year (2035) forecast. DCCM led a team of consultants that conducted a regional household travel			

	survey, which covered all six counties in the OCARTS area; conducted an onboard transit survey; updated the existing regional trip generation model component; and evaluated/updated the performance and accuracy of the trip distribution model to develop a mode-choice model in a manner consistent with the improvements made to trip generation and distribution.
02/15 – 01/17	Project Manager/Engineer of Record Prien Lake Stage 0 Traffic Study City of Lake Charles, Lake Charles, Louisiana - Stage 0 Feasibility Study and Environmental Inventory for Prien Lake Road/Ihles Road Calcasieu Parish, Louisiana – Trey performed and directed others in analyses of existing conditions (2014) volumes as well as future conditions (2034) volumes estimated using the IMCAL TDM as well as alternatives and accompanying design standards and construction costs for improvements spanning the length of the corridor (approximately 1.5 miles), considering the anticipated future traffic growth.
03/13 – 06/14	Transportation Engineer City of Newport TDM and Transportation Improvement Plan Development Newport, Kentucky – DCCM completed improvements to the MVRPC/OKI Regional TDM for the City of Newport to assist in the city’s effort to make downtown more pedestrian friendly by evaluating the impacts of changing a one-way couplet to two parallel two-way streets. DCCM improvements to the regional model included refining the network and zone structure in the area surrounding the City and expanding the trip tables in the downtown area. The model output was used for micro-simulation to develop traffic circulation improvements for the downtown Newport area.
10/13 – 06/18	Transportation Engineer Traffic Impact Analysis for Intersections Axiall Corporation Calcasieu Parish, Louisiana – Project Engineer responsible for analyzing intersection traffic operations, analyzing and recommending traffic operations mitigation improvements, and designing seven traffic signals. The project was to assist Axiall during the expansion of their chemical facility in Calcasieu Parish, between Sulphur and Westlake. Preliminary analysis of the proposed scenarios showed extensive and unrealistic improvements would be required at the study intersections.
01/17 – 04/21	Project Manager/Engineer of Record City of Sulphur City-Wide Traffic Signal and Mobility Analysis Sulphur, Louisiana – As part of an ongoing contract with the City of Sulphur to upgrade signal infrastructure, Trey supervised staff in preparing signal warrant studies and construction plans for traffic signal modifications at signalized intersections. These modifications include full plan sets for new mast-arm signals, pedestrian signals, and crosswalk markings. Trey is also responsible for providing cost estimation; bid items; specifications; bidding services; construction-based services in the form of shop drawing review and responding to contractor questions; project administration; and project oversight and inspection.

Name	Kequi “Cacho” Wang		Years of experience with this firm/employer	3
Title	Deputy Project Manager		Years of experience with other firm(s)/employer(s)	1
Degree(s) / Years / Specialization			MS / 2021 / Transportation Systems Engineering BS / 2019 / Civil Engineering	
Active registration number / state / expiration date			N/A	
Year registered	N/A	Discipline	N/A	
Contract role(s) / brief description of responsibilities			Availability: 65% Cacho is a Travel Demand Modeler with experience on a broad range of transportation projects including multimodal statewide analysis models, statewide traffic management plans, and regional TDMs. As a transportation modeler for TxDOT’s SAM-V5 on-call contract, Cacho has processed the household survey data to be used to estimate the trip production models, assisted with design of the model architecture, and is currently estimating the base and forecast year demographic inputs.	
Experience dates (mm/yy–mm/yy)		Experience and qualifications relevant to the proposed contract		
11/24 – 06/25		Modeler New Orleans RPC TDM Support New Orleans, Louisiana – Under this on-call contract iteration, DCCM provided support to New Orleans RPC in maintaining and troubleshooting the model. Tasks included installing and configuring the model on New Orleans RPC computers, diagnosing and resolving scenario run errors, and developing detailed step-by-step troubleshooting guides to help staff address future issues independently. DCCM also reviewed the model and provided expert feedback on improvements that would better align the tool with New Orleans RPC’s technical needs, long-range planning objectives, and best practices for model efficiency and reliability. As a Travel Demand Modeler, Cacho contributed by troubleshooting errors, preparing step-by-step guidance, and reviewing the model to provide feedback on potential improvements.		
10/23 – 06/24		Modeler New Orleans RPC TDM Support New Orleans, Louisiana – Under this on-call contract iteration, DCCM assisted New Orleans RPC in improving the SELATRAM model’s accuracy and usability. Tasks included updating base and forecast external trip inputs, revising the TAZ layer and associated demographic data, and guiding staff on best practices for maintaining these inputs. Additional efforts involved conducting a comprehensive review of the existing model, installing the model on agency computers, incorporating updated base-year traffic counts into the network, and performing validation checks to confirm model performance against observed data. As a Travel Demand Modeler, Cacho contributed by reviewing the		

	current model, updating model inputs, incorporating updated traffic counts and performing validation checks, and setting up the model on agency computers.
01/23 – 06/23	Modeler New Orleans RPC TDM Support New Orleans, Louisiana – DCCM provided on-call technical support to the New Orleans RPC for maintaining, troubleshooting, and enhancing the SELATRAM v9.3. This work included close coordination with staff to assess component reliability and ensure the model aligned with the MTP. Tasks under this support order included installing and configuring the model on agency workstations, reviewing and improving base and forecast transit networks, and guiding staff in preparing TAZ inputs to incorporate new demographic forecast years. These updates strengthened the model’s usefulness for corridor analyses and long-range forecasting. As a Travel Demand Modeler, Cacho contributed by setting up the model on agency computers, updating TAZ inputs, and preparing clear instructions to support ongoing staff updates.
07/24 – 08/25	Modeler TxDOT PBMP Model Update Midland-Odessa, Texas – DCCM led the development of an updated TransCAD-based TDM for PBMP and TxDOT. The model utilizes TxDOT TexPACK model system in TransCAD and is tailored to the region’s unique growth and mobility challenges. The model provides PBMP with a functional decision-making tool for evaluating transportation investments, clear insight into future travel demand and community needs, and scenario planning capabilities to test “what if” futures and prepare for uncertainty. As a Travel Demand Modeler, Cacho contributed by preparing model inputs, testing scenarios, and calibrating and validating the model.
06/24 – Ongoing	Modeler ARDOT Arkansas Statewide TDM Statewide, Arkansas – As a Modeler, Cacho is supporting the Arkansas Statewide TDM for ARDOT. The project is designed to support ARDOT in conducting system-level planning and analysis to prioritize major highway infrastructure investments across key intercity corridors, as well as to forecast and evaluate system performance under varying growth and economic conditions. DCCM has specified a model architecture tailored to the unique combination of project needs, available data, and ARDOT staff resources. The TransCAD-based model will incorporate socioeconomic forecasts, model estimation, a streamlined user interface, and enhanced reporting capabilities. Cacho is responsible for developing socioeconomic inputs, estimating model components, updating GISDK to improve the model stream and TransCAD flowchart interface, calibrating and validating the model, and strengthening reporting functions.
01/23 – Ongoing	Modeler TxDOT SAM-V5 Statewide, Texas – The Texas SAM-V5 is a multimodal statewide travel model that forecasts passenger and freight travel across highways, rail, and air in Texas. Updates include improved performance measures, enhanced demographic forecasts, updated networks and freight modeling, and migration to TransCAD 10. As a Travel Demand Modeler, Cacho contributed to model estimation, calibration and validation, GISDK updates, and enhanced reporting.

Name	Phillip Ayebare, EIT		Years of experience with this firm/employer	3
Title	Travel Demand Modeler		Years of experience with other firm(s)/employer(s)	3
Degree(s) / Years / Specialization			MS / 2023 / Transportation Engineering BS / 2020 / Civil Engineering	
Active registration number / state / expiration date			No. 80753 / Texas / expires: 05/06/2032	
Year registered	N/A	Discipline	N/A	
Contract role(s) / brief description of responsibilities			Availability: 60% Phillip is a Travel Demand Modeler with experience on a broad range of transportation projects including multimodal statewide analysis models, statewide traffic management plans, and regional TDMs. Proficient in programming languages such as Python and SQL, Phillip is also skilled in using QGIS, TransCAD and PTV Visum. He has used these skills to estimate a variety of TDMs from survey data.	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract			
11/24 – 06/25	Modeler New Orleans RPC TDM Support New Orleans, Louisiana – Under this on-call contract iteration, DCCM provided support to New Orleans RPC in maintaining and troubleshooting the model. Tasks included installing and configuring the model on New Orleans RPC computers, diagnosing and resolving scenario run errors, and developing detailed step-by-step troubleshooting guides to help staff address future issues independently. DCCM also reviewed the model and provided expert feedback on improvements that would better align the tool with New Orleans RPC’s technical needs, long-range planning objectives, and best practices for model efficiency and reliability. As a Travel Demand Modeler, Phillip contributed by troubleshooting model errors, preparing detailed guidance documentation, and supporting the model review by identifying and communicating potential improvements.			
07/24 – 08/25	Modeler PBMPO TDM Update Midland, Texas – DCCM led the development of an updated TransCAD-based TDM for the PBMPO and TxDOT. Built on the TxDOT TexPACK model system, the model was tailored to address the region’s rapid growth and mobility challenges. It provided PBMPO with a functional decision-making tool for evaluating transportation investments, insight into future travel demand, and scenario planning capabilities to prepare for uncertainty. As a modeler, Phillip supported coordination with TxDOT, Jacobs (prime consultant), and PBMPO, and guided the DCCM model development team. He assisted with model input preparation, mode development, and validation.			
06/24 – Ongoing	Modeler ARDOT Arkansas Statewide TDM Statewide, Arkansas – DCCM is updating ARDOT’s statewide model to support system-level planning and corridor investment decisions. The TransCAD-based model includes			

	socioeconomic forecasts, model estimation, and enhanced reporting. Phillip supports network development, freight inputs, model estimation, GISDK updates, calibration/validation, and reporting improvements.
01/25 – 01/26	Modeler Douglas County Master Transportation Plan Douglas County, Colorado – DCCM is a key member of the team developing the Douglas County Transportation Master Plan. The effort includes advanced travel demand modeling using the DRCOG Focus regional model to forecast travel needs for 2025, 2030, 2040, and 2050 under multiple socioeconomic scenarios. These forecasts help identify existing and future gaps in the transportation network's ability to meet countywide mobility needs.
01/23 – Ongoing	Modeler TxDOT SAM-V5 Statewide, Texas – The Texas SAM-V5 is the fifth generation of this state-of-the-practice multimodal statewide travel model. It provided multimodal travel forecasts and level-of-service performance measures for highway passenger and freight transport, intercity and high-speed passenger rail ridership, freight rail tonnage, and forecasts of air passenger travel to and from Texas airports. Key goals of the SAM-V5 update are to allow the SAM to produce additional data needed in project level analyses and performance measures to improve user experience, and to train TxDOT-TPP staff. In comparison to the SAM-V4, the SAM-V5 is being designed to include the following major updates: Use of TransCAD 10; review and update of the weekend model; development of an improved demographic forecast; update of modal networks and TAZ structure; and update of the freight model. As a Travel Demand Modeler, Phillip contributed to estimating most model components, validating and calibrating the model, and ensuring smooth operation in the TransCAD 10 environment.
05/24 – 07/24	Modeler Ozarks Transportation Organization Regional TDM Update Springfield, Missouri – DCCM played a key role in updating the Ozarks Transportation Organization's (OTO) regional VISUM model to include the latest socioeconomic, land use, and roadway network data for both base and future scenarios. The model update supports OTO's long-term transportation planning and project prioritization by ensuring the model accurately reflects current and future travel conditions. Updates involved revising the transportation network with latest traffic count data, and TAZ-level socioeconomic data; validating the base year model against national standards; and creating future E+C and LRTP model scenarios through 2050. As a modeler, Phillip helped with model input integration in the PTV Visum modeling software, network traffic count updates, scenario development, model calibration and validation. He also helped with the training of Olsson Associates consultants in how to update and deploy the model.

Name	Ali Riahi Samani, PhD		Years of experience with this firm/employer	2
Title	Travel Demand Modeler		Years of experience with other firm(s)/employer(s)	5
Degree(s) / Years / Specialization			PhD / 2024 / Transportation Engineering MSc / 2018 / Transportation Engineering BSc / 2015 / Survey Engineering	
Active registration number / state / expiration date			N/A	
Year registered	N/A	Discipline	N/A	
Contract role(s) / brief description of responsibilities			Availability: 70% Ali is a Travel Demand Modeler with a PhD in Transportation Engineering from the University of Memphis, with expertise in travel demand and land use modeling, programming, and data analysis. He has supported national and state projects for USDOT and TDOT and is proficient in tools including Python, R, MATLAB, ArcGIS, TransCAD, and traffic simulation software such as VISSIM and Synchro.	
Experience dates (mm/yy–mm/yy)		Experience and qualifications relevant to the proposed contract		
03/24 – 12/25		Williamson County Wilco Transportation Plan Williamson County, Texas – DCCM is working to complete the Williamson County Transportation Plan, a comprehensive plan for the future of transportation in one of the fastest-growing counties in the country. The project involves identifying plan goals and objectives, analyzing existing conditions, assessing transportation needs, and informing future capital improvement project development. As a modeler, Ali is focused on developing the build-out scenario demographics and the demographic allocation process.		
01/23 – Ongoing		TxDOT SAM-V5 Statewide, Texas – The Texas SAM-V5, currently under development, is the fifth generation of this state-of-the-practice multimodal statewide travel model. It will provide multimodal travel forecasts and level-of-service performance measures for highway passenger and freight transport, intercity and high-speed passenger rail ridership, freight rail tonnage, and forecasts of air passenger travel to and from Texas airports. DCCM is the original developer of the SAM and has assisted TxDOT with several updates to keep abreast of current best practices, take advantage of emerging technology, and respond to new regulatory or analytical requirements. As a Travel Demand Modeler, Ali estimated all passenger model components using the 2017 NHTS and a compilation of 21 Texas household travel surveys. Ali also assisted in the development of the destination choice, as well as passenger and freight modal choice models.		
07/24 – 08/25		Modeler TxDOT PBMPO Model Update Midland-Odessa, Texas – The TxDOT Transportation Planning and Programming Division (TPP) assisted the PBMPO in updating its TDM. The PBMPO TDM was developed		

	using the standard TxDOT model, TexPACK 2.5. Ali serves as Deputy Project Manager, supporting project tracking, task coordination, and timely delivery. Also, Ali led efforts to develop base and forecast-year demographics by analyzing current trends and projecting future population and employment patterns. Additionally, Ali contributed to other key project tasks, including updating the TAZs to reflect recent land use changes, refining the network to enhance accuracy and connectivity, and revising external trip assumptions to account for regional travel dynamics.
08/24 - 08/25	Modeler North Delta Regional Planning & Development District Monroe 2050 MTP Monroe, Louisiana – DCCM is updating and deploying the Monroe MPO TDM to examine and document the effects of the multimodal plan to support regional transportation goals. Ali led the demographic forecasting process, developing base and future-year population and employment estimates, and led the development of an interactive online tool to facilitate stakeholder review. He also assisted in preparing key inputs for the TDM, model calibration and validation, and supported scenario analysis to inform the MTP.
06/25 – 09/26	Deputy Project Manager Grayson County Grayson County Demographic Updates Grayson County, Texas – DCCM is updating TAZs and developing base and forecast year demographics to support the Grayson County TDM and, ultimately, the County’s Transportation Master Plan (TMP). As Deputy Project Manager, Ali leads the demographic modeling effort, including developing methodologies and processes, assigning and overseeing tasks, and coordinating with the MPO and project managers to ensure timely delivery of project milestones.
01/25 – 01/26	Modeler Douglas County Master Transportation Plan Douglas County, Colorado – Ali supported the project prime by conducting detailed travel pattern and origin-destination analyses to facilitate transportation planning efforts. He also assisted in preparing the TDM for future scenario runs and analyses, ensuring it was ready to evaluate a range of planning and policy alternatives.
01/25 – 02/26	Modeler Rio Grande Valley MPO 2050 MTP Update, Rio Grande Valley, Texas – This MTP update for a large MPO covers a three-county area of the Rio Grande Valley (Starr, Hidalgo, Cameron Counties) formed through the merger of MPOs in the area during the previous MTP development cycle. DCCM developed plans to address resiliency, sustainability, and the implementation of performance management framework. DCCM is providing transportation planning, review of a new TDM in development by TxDOT, and public engagement assistance in development of the 2050 FAST Act-Compliant MTP.

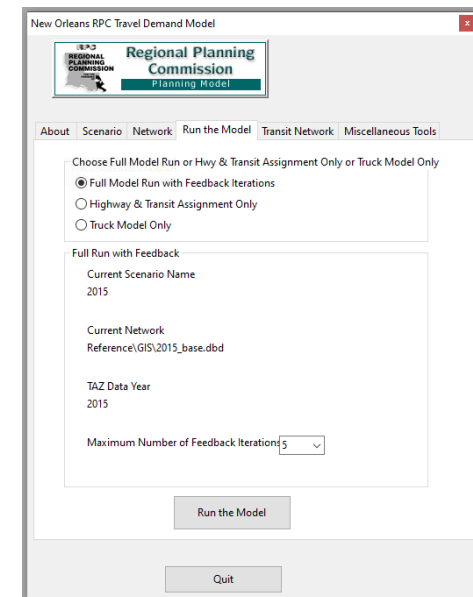
Name	Art Naylor		Years of experience with this firm/employer	2
Title	GIS Support		Years of experience with other firm(s)/employer(s)	1
Degree(s) / Years / Specialization			BS / 2023 / Urban and Regional Planning	
Active registration number / state / expiration date			N/A	
Year registered	N/A	Discipline	N/A	
Contract role(s) / brief description of responsibilities			Availability: 75% Art specializes in transportation safety and geospatial analyses for project types, including MTPs, comprehensive safety action plans, and multimodal transportation projects. He is proficient in the Esri Suite (ArcGIS Pro, AGOL, StoryMaps, Survey123, ExperienceBuilder); and programming languages (HTML, CSS).	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract			
01/04 – Ongoing	Project Planner GIS TxDOT SAM Web Viewer Statewide, Texas – Developed a multi-page ArcGIS Experience to serve as an interactive data visualization and analysis tool for TxDOT. This online platform enables users to explore and interpret outputs from the Statewide Analysis Model with enhanced functionality, including filtering, mapping, and data analysis features. The viewer supports informed decision-making and is a critical asset in TxDOT’s statewide transportation planning processes.			
07/24 – 08/25	Transportation Planner PBMPO TDM Update Permian Basin Region, Texas – Designed and implemented an interactive ArcGIS Experience to support stakeholder engagement for the PBMPO. The tool enabled Technical Advisory Committee (TAC) members to review regional demographic data, provide comments, and contribute local knowledge on opportunities and constraints to growth—critical inputs for developing forecast-year models. Integrated a Survey123 widget to collect spatially-referenced feedback directly from the map interface, streamlining data collection.			
03/24 – 12/25	Transportation Planner Williamson County 2050 MTP Update Williamson County, Texas – Designed and developed an interactive online mapping tool to support data-driven planning decisions. The tool integrates current demographic data, future growth projections, model network information, planned developments, and TxDOT traffic counts. It enables planners to visualize and analyze multiple datasets in one platform, helping guide project prioritization and strategic planning efforts.			

Name	Brian Van, AICP		Years of experience with this firm/employer	1
Title	GIS Support		Years of experience with other firm(s)/employer(s)	1
Degree(s) / Years / Specialization			MURP / 2024 / Master of Urban and Environmental Planning BA / 2022/ Anthropology	
Active registration number / state / expiration date			No. 38281 / all states / expires: 12/01/2026	
Year registered	AICP – 2025	Discipline	Planning	
Contract role(s) / brief description of responsibilities			Availability: 75% Brian has experience providing GIS support for multimodal planning, safety analysis, and data-driven decision-making. He performs geospatial analysis, data management, and mapping to support SS4A plans, master transportation plans, and grant applications. Brian is proficient in ArcGIS Pro, Survey123, RStudio, Rhino, and Adobe Creative Suite, producing clear, accurate visualizations that support technical analysis and project deliverables.	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract			
02/26 – Ongoing	Transportation Planner I City of New Haven City of New Haven SS4A New Haven, Indiana – As a Transportation Planner, Brian supported the City of New Haven on a Safe Streets for All Plan that targeted roadway safety and non-motorized transportation goals for the city. Brian visualized various interventions and roadway countermeasure concepts in Adobe Illustrator for the draft plan. Additionally, Brian has created GIS visualizations identifying priority corridors, mapping public comments, and other demographic data.			
12/24 – Ongoing	Transportation Planner I Harris County Harris County Master Transportation Plan Harris County, Texas – As a Transportation Planner, Brian supported Harris County in the development of a comprehensive master transportation plan for regional transportation coordination across jurisdictions. Brian has served in multiple capacities that include collecting and organizing cross-jurisdictional data, conducting GIS analysis, and producing maps for presentations with county/city officials. He has also supported updates to the Major Thoroughfare Plan and Active Transportation under the Master Transportation Plan through illustrative graphics, data visualization, and technical memos on existing plans.			
09/24 – 02/24	Transportation Planner I City of El Paso City of El Paso Aesthetics Master Plan El Paso, Texas – As a Transportation Planner, Brian collaborated on the development of 3D digital models in SketchUp, implementing design guidelines and standards to reflect the plan’s recommendations			

14. List firm's project experience **most relevant** to the scope in the advertisement. The firm should list **no more than 10 projects** and should include **no more than one page per project**. If more than 10 projects are listed, the additional projects may be discarded prior to providing the proposals to the Project Evaluation Team for grading. Projects listed shall only include work performed by the firm. Work performed by employees of the firm during their employment by another firm shall not be included in this section. The projects listed do not necessarily need to have been MPO projects.

Project name	Travel Demand Model On-Call Support			Firm responsibility (prime or sub?)	Prime
Project number	RPC Task C-1.24TDM; FY-24 UPWP	Owner's name	New Orleans Regional Planning Commission		
Project location	New Orleans, Louisiana			Owner's Project Manager	Jeff Roesel, AICP
Owner's address, phone, email	10 Veterans Boulevard, New Orleans, Louisiana 70124 504.483.8528 jroesel@norpc.org				
Services commenced by this firm (mm/yy)	11/24	Total consultant contract cost (\$1,000's)			\$50
Services completed by this firm (mm/yy)	06/25	Cost of consultant services provided by this firm (\$1,000's)			\$50

DCCM provided on-call technical support to the New Orleans RPC for maintaining and troubleshooting the SELATRAM v9.3. Key tasks included installing and configuring the model on New Orleans RPC computers, diagnosing and resolving scenario run errors, and developing detailed step-by-step troubleshooting guides to empower staff in addressing future issues independently. Additionally, DCCM reviewed and provided expert feedback on where the model could be improved to align with New Orleans RPC's technical requirements, long-range planning goals, and best practices for model efficiency and reliability.



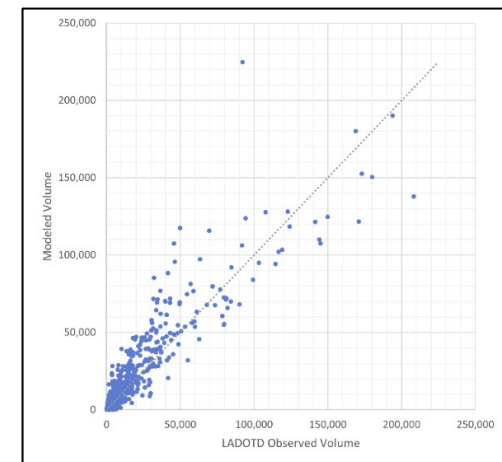
*SELATRAM model interface:
scenario setup tab.*

Project name	Travel Demand Model On-Call Support			Firm responsibility (prime or sub?)	Prime
Project number	RPC Task C-1.24TDM; FY-24 UPWP	Owner's name	New Orleans Regional Planning Commission		
Project location	New Orleans, Louisiana			Owner's Project Manager	Jeff Roesel, AICP
Owner's address, phone, email	10 Veterans Boulevard, New Orleans, Louisiana 70124 504.483.8528 jroesel@norpc.org				
Services commenced by this firm (mm/yy)	10/23	Total consultant contract cost (\$1,000's)			\$50
Services completed by this firm (mm/yy)	06/24	Cost of consultant services provided by this firm (\$1,000's)			\$50

DCCM completed updates to the regional TDM on an as-needed basis for the New Orleans RPC. These updates addressed the immediate needs of the Commission to evaluate network performance with the SELATRAM.

Specific work authorizations included the following:

- Updated external station counts in support of the SELATRAM's new base year of 2021. External station counts and truck percents from 2021 LADOTD count data were updated at each external station. Volumes were also forecasted at each external station to support forecast year scenarios.
- Reviewed the TAZ geography provided by the New Orleans RPC and determined which components of the SELATRAM were required to be updated to allow full functionality with a new range of forecast years (2060). DCCM also implemented and tested the SELATRAM with new TAZ geography and new forecast years.
- Guided New Orleans RPC IT staff to install the SELATRAM on a new computer.
- Reviewed traffic count sources (LADOTD, Streetlight, New Orleans RPC) to determine which should be used for a review of model validation, and then placed select traffic counts on SELATRAM roadway network for use in a review of the model's validation. The effort included the production of statistics representing the SELATRAM's match to observed traffic counts.



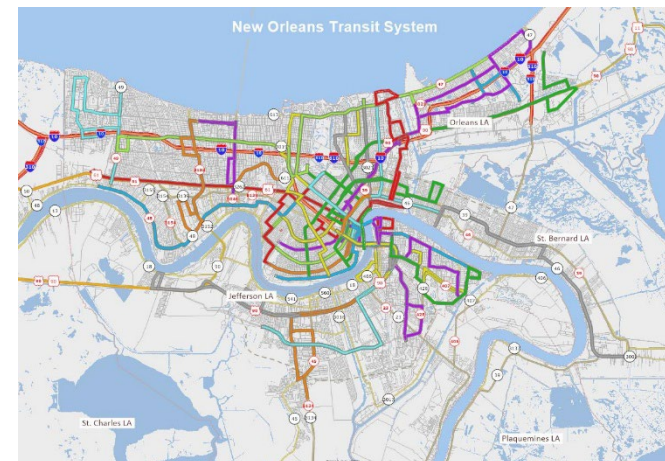
Modeled vs. observed traffic volumes.

Project name	Travel Demand Model On-Call Support			Firm responsibility (prime or sub?)	Prime
Project number	RPC Task C-1.23TDM; FY-23 UPWP	Owner's name	New Orleans Regional Planning Commission		
Project location	New Orleans, Louisiana			Owner's Project Manager	Jeff Roesel, AICP
Owner's address, phone, email	10 Veterans Boulevard, New Orleans, Louisiana 70124 504.483.8528 jroesel@norpc.org				
Services commenced by this firm (mm/yy)	01/23	Total consultant contract cost (\$1,000's)			\$50
Services completed by this firm (mm/yy)	06/23	Cost of consultant services provided by this firm (\$1,000's)			\$50

DCCM completed updates to the regional TDM on an as-needed basis for the New Orleans RPC. These updates addressed the immediate needs of the Commission to evaluate network performance with the SELATRAM.

Specific work authorizations included:

- An update of the 2022/23 transit route system that defines how the transit system is represented in the SELATRAM. DCCM identified and coded new transit routes in order to represent recent system changes and confirmed the transit network was properly associated with the underlying roadway network within the SELATRAM.
- DCCM delivered a memorandum that recorded the installation steps of SELATRAM, common errors encountered and corresponding solutions. The memo serves as a supplement to the SELATRAM's User's Guide and covers compatibility and versioning issues related to companion software required to operate the SELATRAM.



Updated SELATRAM transit network showing coded routes and roadway integration.

These tasks helped New Orleans RPC staff have confidence in the forecasts they produced to support transportation planning.

Project name	Travel Demand Model On-Call Support			Firm responsibility (prime or sub?)	Prime
Project number	H.972422	Owner's name	New Orleans Regional Planning Commission		
Project location	New Orleans, Louisiana			Owner's Project Manager	Jeff Roesel, AICP
Owner's address, phone, email	10 Veterans Boulevard, New Orleans, Louisiana 70124 504.483.8528 jroesel@norpc.org				
Services commenced by this firm (mm/yy)	11/21	Total consultant contract cost (\$1,000's)			\$28
Services completed by this firm (mm/yy)	06/22	Cost of consultant services provided by this firm (\$1,000's)			\$28

Working directly with the New Orleans RPC, DCCM provided travel demand modeling support for their regional TDM, on an as-needed basis, to address immediate transportation planning needs of the Commission. DCCM was also able to provide timely model application support. The support of the New Orleans RPC's TDM has involved:

- Investigated an imbalance of traffic by direction in the Jefferson Parish area of the SELATRAM and recommended minor adjustments to the roadway network coding (lanes, functional class, speeds, capacity, directionality, toll, penalties, alignment).
- Investigated to determine if the HOV lanes were functioning correctly in the model.
- Conducted a review of the SELATRAM with separate model applications with and without the SELATRAM visitor model function.
- Provided background information about the scale of effort to construct a regional tour-based model.
- Investigated the SELATRAM transit networks and associated input data that define how the transit system is represented. The investigation identified transit network components in need of update or refinement and confirmed if the transit network was properly associated with the underlying roadway network and handled in an efficient way within the SELATRAM.
- Reviewed major transit projects included in the MTP and determined if they were included and functional within the SELATRAM.

Project name	Travel Demand Model On-Call Support				Firm responsibility (prime or sub?)	Prime
Project number	No. H972382.1		Owner's name	New Orleans Regional Planning Commission		
Project location	New Orleans, Louisiana			Owner's Project Manager	Jeff Roesel, AICP	
Owner's address, phone, email	10 Veterans Boulevard, New Orleans, Louisiana 70124 504.483.8528 jroesel@norpc.org					
Services commenced by this firm (mm/yy)	11/20		Total consultant contract cost (\$1,000's)			\$30
Services completed by this firm (mm/yy)	6/21		Cost of consultant services provided by this firm (\$1,000's)			\$30

Working directly with the RPC, DCCM provided travel demand modeling support for their regional TDM on an as-needed basis. This support was designed to address immediate transportation planning needs of the Commission.

DCCM supported the New Orleans RPC's TDM by first assessing their SELATRAM and then providing recommendations for possible future enhancements. Model structure, platform, usability, and relevance to current planning questions were all evaluated. DCCM also looked at underlying travel survey data that the SELATRAM is based upon to understand if the datasets are adequate (up-to-date, sample size, geographic area, survey or data type) to ensure a defensible model.

DCCM was also able to provide timely model application support by performing 10 model scenarios for an ongoing study of LA 1077. Each model scenario considered a variation of the roadway network configuration in the project area.



SELATRAM regional roadway network for the New Orleans area.

Project name	RAPC Model Update and MTP Support				Firm responsibility (prime or sub?)	Prime
Project number	972358		Owner's name	Rapides Area Planning Commission		
Project location	Alexandria, Louisiana			Owner's Project Manager	Jonathan Bolen	
Owner's address, phone, email	803 Johnson Street, Alexandria, Louisiana 71301 318.487.5401 jbolen@rapc.info					
Services commenced by this firm (mm/yy)	12/20	Total consultant contract cost (\$1,000's)				\$170
Services completed by this firm (mm/yy)	05/22	Cost of consultant services provided by this firm (\$1,000's)				\$170

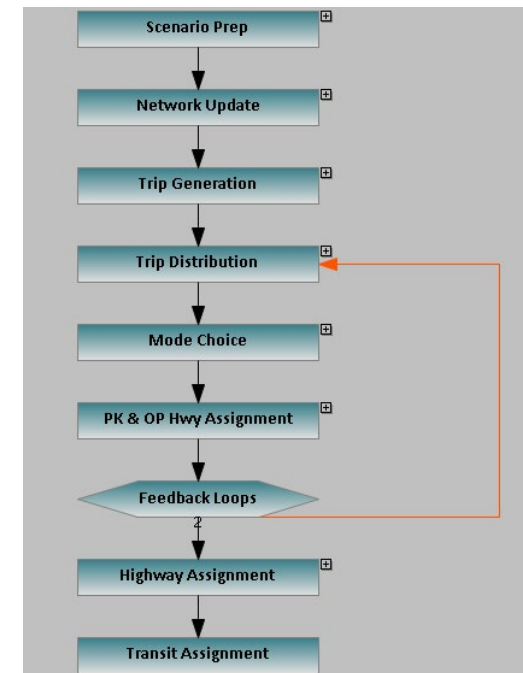
DCCM was engaged by the Rapides Area Planning Commission (RAPC) on behalf of the Alexandria/Pineville Area MPO to provide technical support and guidance in the development of their 2045 MTP update.

DCCM's expertise in TDM and model development allowed us to create, calibrate and validate a new RAPC Regional TDM, including adding additional state-of-the-practice/advanced practice components, and providing enhanced functionality.

This process included creating a four-step model structure and recalibrating trip generation rates, using destination choice models for selected trip purposes to distribute trips, and applying nested logit model choice model structure to split both motorized and non-motorized trips with explicit representation of transit access modes.

The commercial vehicle trips were created using a similar four-step model process with trip characteristics being estimated using commercial vehicle survey data. The highway assignment step includes four time periods and transit assignment is conducted by peak and off-peak periods. DCCM also incorporated flexible reporting routines into the interface that include user selected mobility performance measures to provide the information needed to address performance management goals and a robust outcome based metropolitan transportation planning process.

Additionally, DCCM's extensive experience in multimodal planning and local knowledge of the area allowed us to tailor a freight analysis and systems level analysis of proposed projects to form robust chapters for the MTP in a short period of time. In addition to these chapters, DCCM assisted the RAPC with components of federal compliance review. Having assisted the RAPC with previous planning efforts, DCCM worked alongside RAPC staff to refine and visualize the connection between local goals and the 2045 MTP, solidifying buy-in to the plan and supporting better outcomes for the community. DCCM is has just been hired to update the RAPC model and MTP again in 2026/27.



TransCAD Flowchart based model interface.

Project name	2045 MTP			Firm responsibility (prime or sub?)	Prime
Project number	H972357	Owner's name	Northwest Louisiana Council of Governments		
Project location	Shreveport, Louisiana			Owner's Project Manager	Kent Rogers
Owner's address, phone, email	625 Texas Street, Suite 200, Shreveport, Louisiana 71101			318.841.5950	kent.rogers@nlcog.org
Services commenced by this firm (mm/yy)	03/20	Total consultant contract cost (\$1,000's)			\$800
Services completed by this firm (mm/yy)	09/21	Cost of consultant services provided by this firm (\$1,000's)			\$800

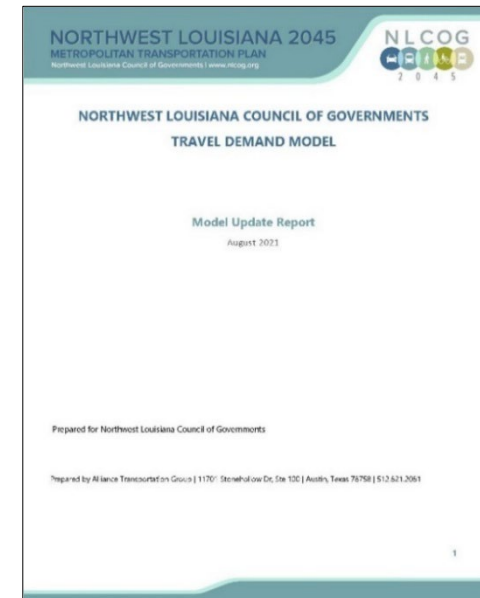
DCCM developed a revised 2045 MTP for the Shreveport-Bossier City Metropolitan Area including Caddo, Bossier, DeSoto and Webster Parishes. This plan was more than an update to the 2040 Mobility MTP completed by DCCM in 2016.

DCCM's specific assigned tasks included development of an expanded TDM to incorporate one additional parish and update the source code for the model to TransCAD 8.0; definition of public engagement strategy to utilize a combination of virtual and in-person events to gather community and stakeholder input; and identification of improvements for mobility of freight, transit, pedestrians and cyclists. The plan also established performance measures and project prioritization to not only comply with FAST Act requirements, but to provide a framework for performance-based decision making and scenario review. The plan supported development of a future transportation system to address the community's vision, goals and objectives while complying with all state and federal requirements.

The plan update process also reviewed the current Project Selection Process and delivered a memorandum with considerations for updating the factors considered throughout the project review and scoring process to reflect FAST Act guidance more comprehensively.

The DCCM team worked closely with the NLCOG Public Information Officer to develop robust virtual adaptations to public involvement and engagement in response to conditions due to COVID-19 and developed an interactive online GIS based visioning tool to gather input from stakeholders and the public on visioning as well as location specific concerns.

The plan also addressed Transportation System Management and Operation (TSMO) strategies, multimodal system deficiencies, safety concerns and project travel demand for the horizon-year 2045. The updated TransCAD 8.0 TDM was developed in continuation of the successes achieved in the 2040 MTP. It represents a state-of-the-practice four-step model that included a cross-classification trip generation model, a gravity model for trip distribution, a mode choice model to split person trips by mode and traffic assignment by time of day. The TDM included a feedback loop, intersection delay and advanced reporting features.



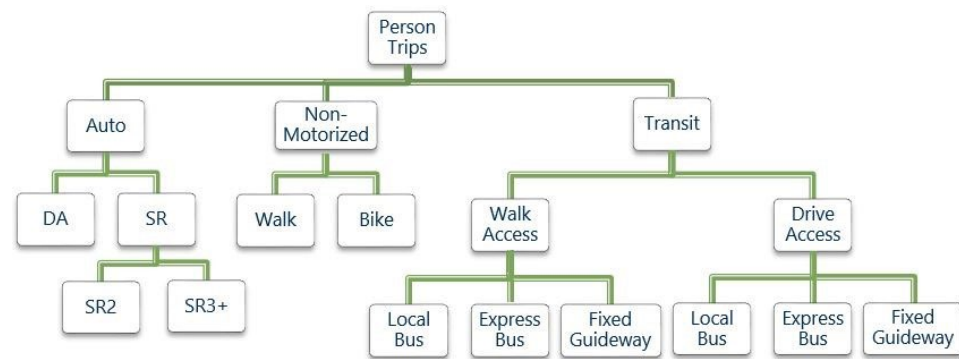
NLCOG travel demand model update report (2045).

Project name	Metroplan/CARTS TDM			Firm responsibility (prime or sub?)	Prime
Project number	N/A	Owner's name	Metroplan/CARTS		
Project location	Little Rock, AR			Owner's Project Manager	Casey Covington, PE, AICP
Owner's address, phone, email	501 West Markham, Suite B, Little Rock, Arkansas 72201 501.372.3300 ccovington@metroplan.org				
Services commenced by this firm (mm/yy)	07/17	Total consultant contract cost (\$1,000's)			\$526
Services completed by this firm (mm/yy)	06/18	Cost of consultant services provided by this firm (\$1,000's)			\$457

DCCM developed a new urban TDM for the central Arkansas region, referred to as the CARTS TDM. The new CARTS TDM provided decision-makers a picture of future travel demand on the regional transportation system and delivered information on how proposed transportation projects addressed the identified needs of the region.

DCCM produced the CARTS TDM using TransCAD's standard flowchart interface within TransCAD 8.0 to ensure the new model was state-of-the-practice and satisfied the objective of using best practice in model development while taking advantage of new features and functions. In addition to the enhanced interface, DCCM incorporated major updates to the roadway capacity procedure, including modeling by time-of-day; applied destination choice for selected trip purposes; added non-motorized modes to the model choice model; improved the toll assignment routine; and automated reporting features to help satisfy FAST Act performance measures and directly feed into EPA MOVES software. DCCM created detailed development, validation and user's guide reports that instilled confidence in the performance of the model, while providing ample detail on advanced practice procedures to ensure ease of use for future model users.

The new CARTS TDM served as a tool for use in the next Long-Range Plan update. The optimized performance of the model, with enhanced functionality to the interface, improved the model user's experience to help build Metroplan staff capacity in travel demand modeling. DCCM is proud to have developed every generation of the CARTS model since 2003.

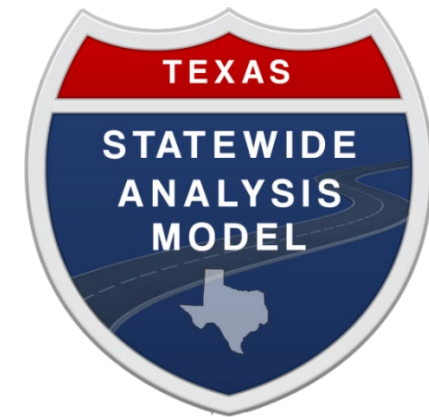


Mode choice model structure for the CARTS travel demand model.

Project name	TxDOT Texas Statewide Model Version 5			Firm responsibility (prime or sub?)	Prime
Project number	N/A	Owner's name	TxDOT		
Project location	Statewide, Texas			Owner's Project Manager	Geena Maskey
Owner's address, phone, email	118 East Riverside Drive, Austin, Texas 78704 512.486.5030 geena.maskey@txdot.gov				
Services commenced by this firm (mm/yy)	01/23	Total consultant contract cost (\$1,000's)			\$1,043
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm (\$1,000's)			\$1,043

DCCM has been the lead architect and developer of all five iterations of TxDOT's SAM, a state-of-the-practice multimodal TDM covering the entire state of Texas. This innovative tool uses current travel behavior data from surveys and forecasted demographics to predict future travel patterns, equipping decision-makers with the ability to understand future travel demand and assess how transportation projects serve Texas' mobility needs. The SAM integrates passenger and freight components, providing forecasts for personal vehicles, commercial airlines, intercity and high-speed rail, truck trips, and freight shipments by rail, air, and water. It has been a cornerstone for TxDOT since SAM-V1 in 2001, supporting rapid forecasts for applications such as prioritizing passenger rail corridors, producing performance measures for the statewide transportation plan, providing inputs for the Freight Mobility Plan, analyzing traffic during events like the 2024 Solar Eclipse, and generating traffic forecasts for corridor and project studies.

DCCM continues to support TxDOT through ongoing on-call services, ensuring the SAM remains current with best practices, and support TxDOT's changing needs. These services include designing and implementing maintenance changes, updating software, networks, and demographics.



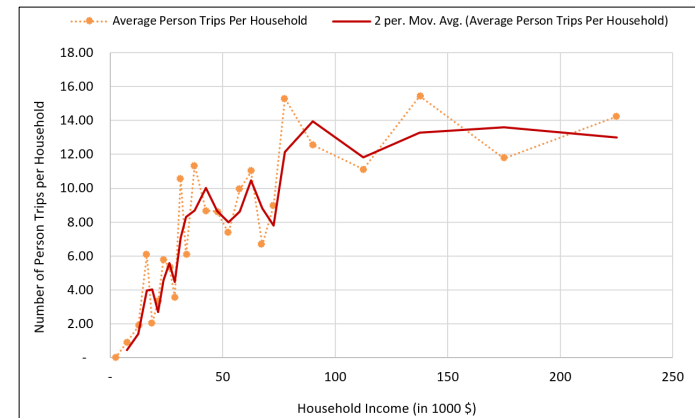
Project name	Permian Basin MPO Travel Demand Model			Firm responsibility (prime or sub?)	Sub
Project number	N/A	Owner's name	Permian Basin MPO		
Project location	Midland/Odessa, Texas			Owner's Project Manager	Cameron Walker
Owner's address, phone, email	9601 Wright Drive, Midland, Texas 79706 432.617.0129 cwalker@permianbasinmpo.com				
Services commenced by this firm (mm/yy)	05/23	Total consultant contract cost (\$1,000's)			\$618
Services completed by this firm (mm/yy)	08/25	Cost of consultant services provided by this firm (\$1,000's)			\$618

DCCM led the development of an updated TransCAD-based TDM for the Permian Basin MPO and TxDOT. The project delivered a fully functional, state-of-the-practice trip-based model tailored to the region's rapid growth, energy-sector freight demands, and unique mobility challenges in a fast-developing metropolitan area.

Key accomplishments included:

- Collaborating with Permian Basin MPO and TxDOT staff to define and document a comprehensive model architecture that balanced technical rigor with ease of maintenance and operation by agency staff.
- Updating the TAZ structure, and roadway network to better reflect current and future land-use patterns.
- Developing base-year and forecast-year socioeconomic and demographic inputs at the TAZ-level, including integration of local growth assumptions and special generators.
- Calibrating core model components (trip generation, distribution, mode choice, and assignment) using available travel survey data, traffic counts, and other regional datasets.
- Performing rigorous model calibration and validation following FHWA and NCHRP guidelines, with clear documentation of reasonableness checks and performance against observed counts and screenline data.
- Delivering complete model documentation, a user's guide, and hands-on training to enable Permian Basin MPO staff to independently maintain, update, and apply the model for long-range transportation planning, corridor studies, project prioritization, and performance-based planning.

The resulting model provides PBMPO with a reliable, adaptable decision-support tool for evaluating transportation investments, forecasting future travel demand under varying growth scenarios, and preparing for uncertainty in a fast-growing region.



Average person trips per household by income.

15. Provide any additional information or description of resources supporting your firm’s qualifications for the proposed contract including information that your firm has adequate staffing to complete the contract, and a description of how your firm intends to meet any specialized requirements as may be provided in the advertisement for the contract. This section should be limited to four pages. If more than four pages are included, all pages after the fourth page may be discarded prior to providing the proposals to the Project Evaluation Team for grading.



DCCM provides the staffing capacity, technical resources, and project controls necessary to complete the New Orleans RPC TDM update within the required 10-month schedule. Our proposed team includes dedicated personnel for project management, model development, data processing, and quality control, with confirmed availability to support all phases of work. Workload is actively managed through internal resource planning systems to maintain continuity of key staff while ensuring sufficient capacity to undertake this effort alongside existing commitments.

DCCM’s capabilities are supported by a multidisciplinary staff with experience in travel demand modeling, data integration, and geospatial analysis. We maintain an established presence in Louisiana, including staff in the New Orleans region, allowing work to be performed at a location readily accessible to New Orleans RPC with key staff available for in-person coordination. Firm size and structure are aligned with the magnitude and complexity of this assignment. DCCM maintains sufficient in-house staff to perform model development, calibration, validation, and documentation without reliance on external resources, with additional technical support available as needed and applied through established procedures. We apply QA/QC procedures throughout model development, including data validation, calibration checks, and documentation review, to ensure a complete, defensible, and fully functional model. Our strategy identifies opportunities for simplification, enhancement, improved behavioral realism, and expansion to cover St. James Parish.

Approach to SELATRAM v10 Development

DCCM proposes a comprehensive, efficient approach to develop the SELATRAM v10, aligning with the New Orleans RPC’s requirements for a robust, maintainable model supporting regional planning, toll evaluations, transit forecasting, truck movements, and the production of emissions analysis inputs. Our strategy identifies opportunities for simplification and enhancement, including a hybrid trip-based modeling framework that incorporates elements of tour consistency to improve behavioral realism while maintaining computational efficiency. To accelerate development, reduce costs, and leverage proven open-source advancements, we propose to adapt the Triangle Regional Model Generation 2 (TRMG2), an open-source TDM developed for North Carolina’s Triangle region (CAMPO/DCHC MPO) by Caliper, with stakeholders including NCDOT and the GoTriangle transit agency. First released in 2023 and hosted on GitHub under a public license, TRMG2 evolved from earlier Triangle models (dating to 2016-2018 household surveys) as a second-generation tool that bridges traditional trip-based and advanced activity-based modeling. Covering a multinucleated urban area with 2,965 zones—similar in scale and complexity to SELATRAM’s nine-parish region—TRMG2 incorporates disaggregate components like population synthesis, auto ownership, machine learning decision trees for trip generation, nested destination and mode choices, and non-home-based trips linked to home-based tours for behavioral consistency. Implemented fully in TransCAD GISDK, it features independent time-of-day processing with feedback loops, an intuitive Flowchart-based interface, and sensitivity to policies like transit improvements or tolling. This advanced practice model accounts for passenger vehicles, trucks, and transit trips throughout the model culminating with separate roadway and transit assignment procedures. Building on TRMG2 offers key benefits: open-source access to code, documentation, and releases enables rapid customization and collaboration, reducing development time by 3-6 months and costs by 20-30%

compared to a from-scratch build; proven innovations like the use of decision trees for trip production improves forecast accuracy for multimodal scenarios; and its hybrid (trip-based with disaggregate components) structure enhances defensibility for New Orleans RPC's planning needs without full activity-based complexity. DCCM's relevant experience includes developing, calibrating, and validating regional models, such as the CAMPO (Austin Texas MPO), and MetroPlan (Little Rock Arkansas MPO) using TransCAD, and supporting statewide models for ARDOT, where we applied similar techniques for urban areas with limited survey data. DCCM will use variables for key geographic dimensions to allow for streamlined expansion of the New Orleans RPC area.

This approach addresses the absence of recent New Orleans RPC travel surveys by emphasizing model transferability, guided by FHWA's 2014 "Guide for Travel Model Transfer", which recommends parameter transfer and local calibration when resources are limited. TRMG2's estimations (e.g., trip generation rates from NHTS-aligned surveys, logsum-based choices incorporating urban form and accessibility) can transfer as a starting point because both regions share urban characteristics: diverse economies (growing tech/ research sectors, vs. tourism), multimodal systems, and similar demographic drivers (large college age student population in group quarters, growing numbers of aging populations with mixed-use growth, including areas of little or no change versus areas experiencing rapid suburban/urban development). Differences (e.g., New Orleans' visitor/airport focus, Port and international trade focus, commercial rail focus) will be adjusted via calibration to local data, confirming 85-90% alignment per FHWA metrics. We will validate against observed data, including traffic counts, the 2019 transit on-board survey, and Replica origin-destination (OD) data segmented by New Orleans RPC traffic zones (or Parishes). DCCM's unique resources include our extensive TransCAD expertise, knowledge of the New Orleans region, and an understanding of the New Orleans RPC's modeling needs and abilities.

Technical Approach and Project Execution

Our work program corresponds directly to the RFP's preliminary scope (Tasks 1-11) and Supplemental Task 1, structured around TRMG2 adaptation for streamlined execution. We will use TransCAD's GISDK scripting exclusively, with no additional languages, ensuring compatibility and ease of maintenance by New Orleans RPC staff. Key innovations include integrating TRMG2's advanced components (e.g., person-level tours linking home-based and intermediate stops) to better capture non-motorized, transit, and visitor trips, while simplifying complex v9.3 elements like truck and external models.

Task 1: Project Management: Hold an in-person or virtual kick-off meeting to align on objectives, roles, and timelines; develop a detailed Project Management Plan (PMP) outlining schedule, milestones, risks, and communication protocols; implement DCCM's quality control process with checklists for data integrity, code reviews, and deliverable testing and acceptance criteria; conduct monthly progress meetings/conference calls and submit progress reports detailing accomplishments, issues, and next steps; prepare monthly invoices in New Orleans RPC-required format; and maintain a comprehensive archive of all project files, data, and models in structured TransCAD-compatible folders for handover. Quality control checks will be performed on all datasets utilized, models estimated, and on the interface itself.

Task 2: Model Architecture: Collaborate closely with New Orleans RPC staff to finalize TRMG2 adaptations, including model structure, components (e.g., trip generation, mode/destination choices), data/survey needs (e.g., Replica/Airsage for OD validation), socio-economic inputs, and expansions like St. James Parish; define base year (2024 or 2025 based on data quality), forecast intervals of 5-years to 2055, and validation criteria based on reliable published sources (e.g., RMSE <30% for link volumes, $\pm 20\%$ for ridership per FHWA/TMIP guidelines); recommend simplifications from our 2021 review of the SELTRAM, such as streamlined truck/external handling; prepare a Draft/Final Model Architecture Report with diagrams, proposed criteria, and a presentation for stakeholder review.

Task 3: Aggregation of Surveys and Data: Review and assess quality of available sources (e.g., 2019 transit on-board survey, 2023-2025 traffic counts; identify gaps (e.g., post-COVID behaviors) and propose fillings via purchases like AirSage district-level data; NHTS state-level data, aggregate public transit routes/ridership, propose additions like Replica district-level data; NHTS state level data, aggregate public transit routes/ridership, and demographic supplements to New Orleans RPC TAZ-level data (PUMS and ACS based); ensure all datasets include usage licenses, with exceptions noted in architecture; deliver raw/processed data files and documentation on acquisition responsibilities and how data supports estimation/planning. No data purchases are proposed or needed.

Task 4: Demographic Data Estimation and Forecasting: Receive and format New Orleans RPC-provided TAZ-level population/employment estimates for base and forecast years (available components); perform quality control checks for consistency, and alignment with model needs; identify and incorporate special generators (e.g., universities, airport, tourism sites) with attributes for productions/attractions; deliver Excel drafts for New Orleans RPC review, final .bin files, and an inventory database in Excel detailing generators by TAZ. Additional variables will be developed from Census PUMS and ACS data to support the TRMG2's population synthesizer.

Task 5: Geographic Layer Inputs: Update existing v9.3 roadway and transit networks (route systems) to reflect proposed model structure, expanding to St. James Parish using New Orleans RPC TAZs; populate all required master network attributes (e.g., capacities, speeds, counts for validation, tolls); revise screenlines based on available counts and Replica flows to capture major movements; leverage TRMG2's multimodal tools for highway, transit, and potential non-motorized layers; deliver draft/final TransCAD files including master network, and TAZ layer.

Task 6: External Trips: Construct external trip inputs (EE/EI tables) for all model years, adapting TRMG2's external model to streamline v9.3's complex Java/GISDK processes; deliver draft/final formatted tables ready for model integration.

Task 7: Model Interface: Develop a new, fully functional GUI based on TRMG2's TransCAD Flowchart Interface, replacing v9.3 entirely. The interface will control all model steps including traffic assignment that is segmented into four time periods including AM and PM peak that are summed to form a 24-hour volume that is stored on the network layer for ease of access. The interface will optimize operations with efficient file I/O, feedback loops, and run-time reductions; add robust reporting (e.g., VMT summaries, screenlines, emissions inputs), and optional settings (e.g., assignment convergence, turning movements); deliver draft interface with initial parameters, final validated versions, source code, and User's Guide detailing operations and production of inputs needed for emissions modeling.

Task 8: Model Estimation and Development: Transfer TRMG2 estimations (e.g., NHTS-based tour generation, logsum destination choices sensitive to urban form/transit) as starting parameters; develop/implement components for all trip purposes/modes, including simplifications like GISDK-only truck model (consolidating national/external off-model with Replica analysis), updated air passenger handling (using enplanement data from FAA data), and visitor transit recalibration (against 2019 on-board data); calibrate iteratively to New Orleans RPC-agreed targets using **Replica** OD and counts (total and vehicle classification); document estimation results, quality metrics, and assumptions in reports. The port will be a key focus of model validation for both passenger vehicles and trucks. The ability to adjust forecast year port assumptions will be in the model.

Task 9: Model Validation: Conduct validation per proposed criteria, comparing outputs (e.g., volumes, ridership, trucks by classification) to observe data via iterative parameter adjustments until convergence; address known issues like ridership accuracy; deliver draft/final reports in Microsoft Word format documenting parameters, comparisons, and reasonableness checks. Key local observed data for validation includes traffic counts (both total volume and vehicle classification for trucks), Transit ridership (NORTA, JeT, River Parishes, Coast, Tangipahoa), and location-based service (LBS) data (Replica, AirSage, or similar). Vehicle classification counts are available via LADOTD.

Task 10: Training: Deliver in-person hands-on sessions at New Orleans RPC offices for 2-4 staff (plus select DOTD staff), providing up to 5 TransCAD training keys; prepare draft User’s Guide with step-by-step instructions for common tasks.

Task 11: Model Documentation: Compile comprehensive documentation on data sources, estimation procedures, validation, and operations; produce draft/final development reports covering full model stream; update User’s Guide post-training with detailed instructions for maintenance, scenario runs, and emissions evaluations.

Task 12: Model Support: DCCM will provide post-acceptance Model Support to ensure long-term usability of SELATRAM v10 by RPC staff. Upon final acceptance of the model, DCCM warrants that the delivered model will be free from major defects in workmanship for a period of one (1) year. To support ongoing operations, we propose to include **100 hours** of technical assistance, available for use within the one-year period following final acceptance. Support will be delivered remotely, with on-site visits to the New Orleans RPC office as mutually agreed.

Supplemental Task 1: Non-Motorized Trips: Adapt TRMG2’s module to estimate non-motorized trips using pedestrian/bike environmental variables (e.g., land-use mix, sidewalk continuity, safety); computer performance measures (e.g., bike/ped VMT) from SELATRAM routing without detailed assignment; model, source code and final documentation.

Supplemental Task 2: We do not recommend New Orleans RPC undertake a Household survey due to cost. The transfer of trip rates calculated based on the state level 2024 NHTS and validated to observed local data is sufficient in our experience.

Proposed Project Schedule

The project is estimated at 10 months, with phased milestones shown below. Supplemental Task 1 would add around two months. DCCM’s TRMG2 adaptation is expected to save 3–6 months, accelerating delivery of a high-quality, transferable model.

Month	1	2	3	4	5	6	7	8	9	10
Task 1: Project Management										
Task 2: Model Architecture										
Task 3: Aggregation of Surveys and Data										
Task 4: Demographic Data Estimation and Forecasting										
Task 5: Geographic Layer Inputs										
Task 6: External Trips										
Task 7: Model Interface										
Task 8: Model Estimation and Development										
Task 9: Model Validation										
Task 10: Training										
Task 11: Model Documentation										

16. For all contracts on which your firm is a prime consultant or sub-consultant and where a) the consultant selection was made by the MPO and/or DOTD, and b) a contract was executed by the prime consultant with the MPO and/or DOTD by the date the advertisement for this proposal was posted, list all work meeting the following criteria:

- 1) Your firm is responsible for the performance of the work.
- 2) authorization to perform the work has been provided, as provided in the contract between the prime consultant and the MPO or DOTD;
- 3) the work has not yet been performed, invoiced, and paid; and
- 4) the work is not currently suspended for an indefinite period of time.

List only the portion of the fees attributable to your firm. Add or remove rows as needed.

All dollar amounts shall be shown in thousands of dollars, rounded to the nearest thousand.

State Project Number	Project name and location	Remaining unpaid balance (\$1,000's)
N/A	LADOTD TASSO 2025-2028	\$513
N/A	LADOTD STAT 2025-2028	\$872
N/A	New Orleans RPC MTP Outreach Assistance	\$49
Total		\$1,434



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