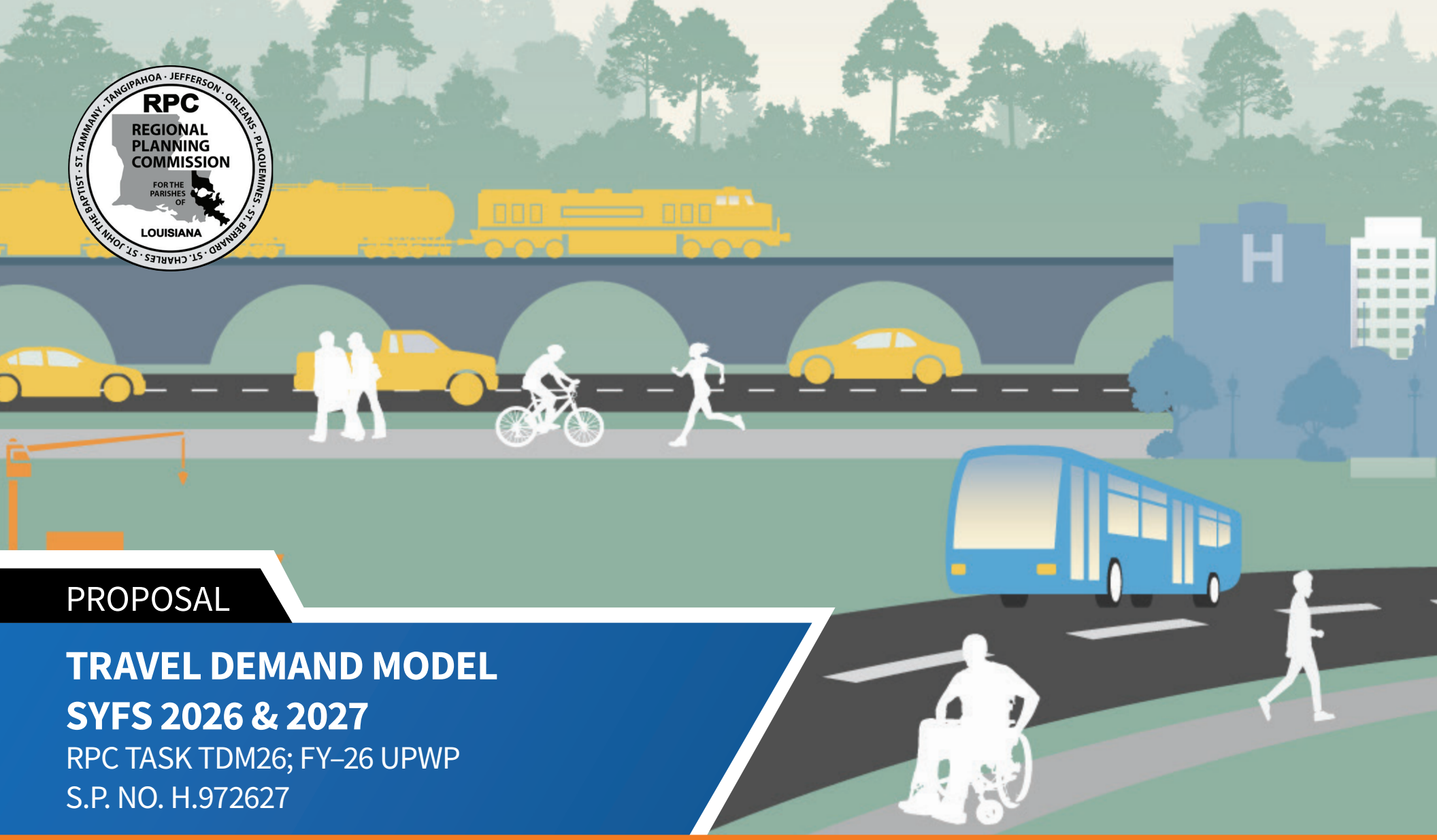


PROPOSAL

TRAVEL DEMAND MODEL SYFS 2026 & 2027

RPC TASK TDM26; FY–26 UPWP

S.P. NO. H.972627

April 8, 2026

Contact
Vijay Kunada, PE, PTOE, PTP
vijay.kunada@neel-schaffer.com
337-322-9855

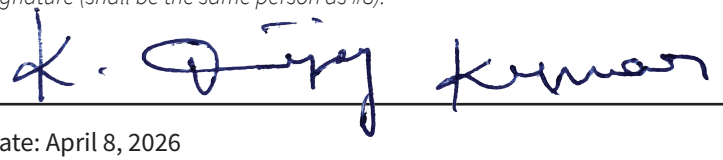
NEEL-SCHAFFER

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 Name as shown in the advertisement	**Travel Demand Model SYFS 2026 & 2027**
2. Contract Number(s) as shown in the advertisement	**RPC Task TDM26; FY–26 UPWP**
3. State Project Number(s), if shown in the advertisement	**S.P. No. H.972627**
4. Firm name (as registered with the Louisiana Secretary of State where such registration is required by law)	**Neel–Schaffer, 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)	**EF.0001372**
6. Mailing address	10000 Perkins Rowe, Suite G360 Baton Rouge, LA 70810
7. Name, title, phone number, and email address of firm's Contract Point of Contact	**Vijay K. Kunada, PE, PTOE, PTP** *Executive Vice President* vijay.kunada@neel–schaffer.com | 337.232.6111
8. Name, title, phone number, and email address of the official with signing authority for this proposal	**Vijay K. Kunada, PE, PTOE, PTP** *Executive Vice President* vijay.kunada@neel–schaffer.com | 337.232.6111
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 subconsultant.

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

a. Percent of Overall Contract by Firm

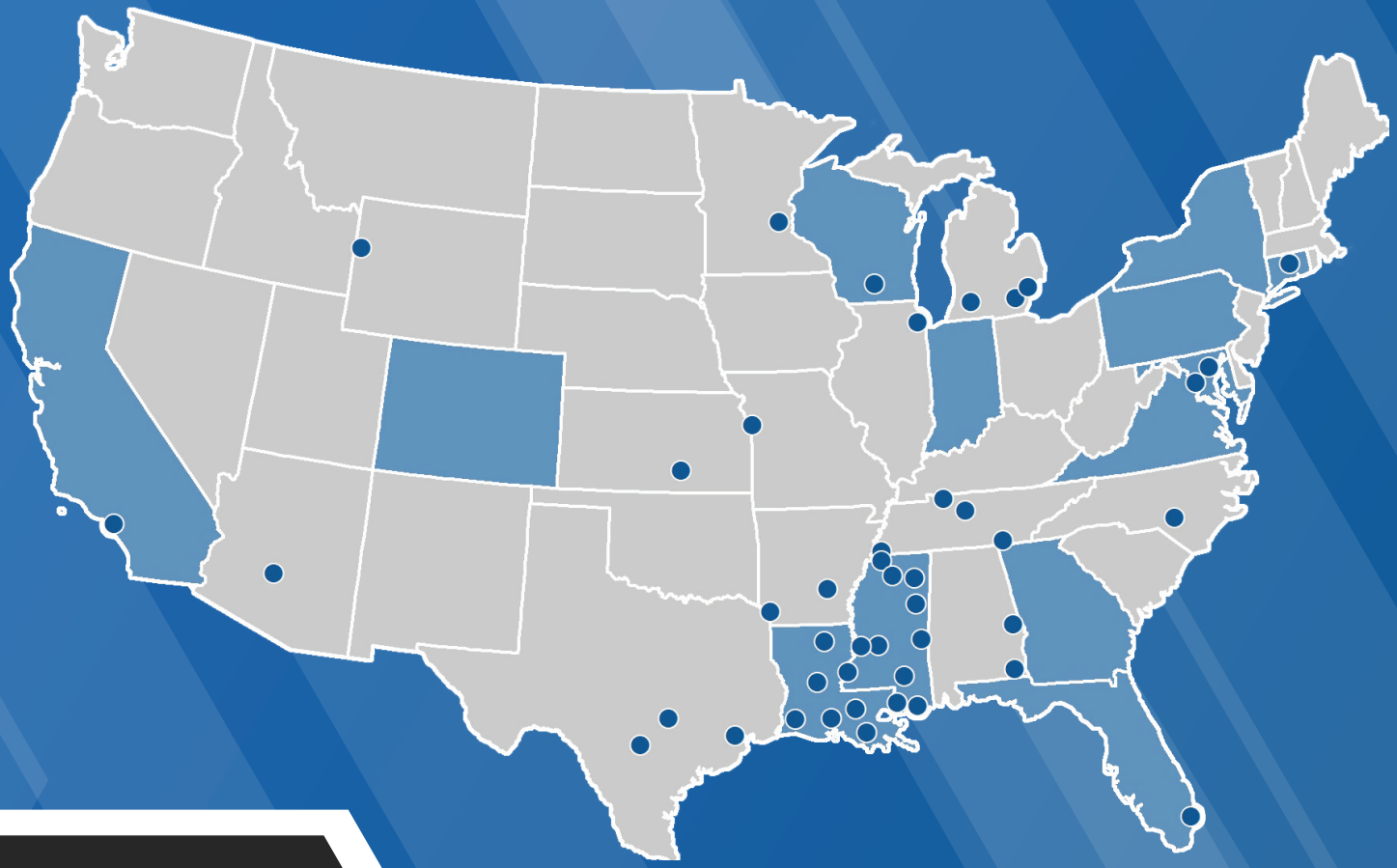
Percent of Overall Contract by Firm	
Neel–Schaffer	65%
Cambridge	35%

b. DOTD Audited Overhead Rate: 165.09%

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.

		NSI TEAM MEMBERS										CAMBRIDGE TEAM MEMBERS						
		Vijay Kunada, PE, PTOE, PTP	Ting Yi, PE, PhD	Nicholas Brousard, PE, PTP	Ellen Soll, AICP	Siam Junaed, EI	Cedric Hyman, EI	Chuck LeBoeuf, PE, PTOE	Mahak Gupta	Brett Lavin	Eric Neilsen	Sean Mcatee	Sheldon Harrison	Zeina Wafa	Amit Mondal	Haiyun Lin	Kate Dannemiller	Heath Lupton
Years of Experience		**25**	**20**	**17**	**21**	**1**	**3**	**12**	**1**	**19**	**12**	**24**	**22**	**12**	**8**	**13**	**4**	**12**
#	**Task Name**																	
1	Project Management	✓	✓	✓	✓			✓				✓	✓	✓				✓
2	Model Architecture	✓	✓									✓	✓	✓				
3	Surveys & Data Collection	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓				✓	✓	✓	✓
4	Demographic Data Estimation & Forecasting	✓		✓	✓	✓	✓	✓	✓	✓	✓		✓	✓		✓		✓
5	Geographic Layer Inputs	✓	✓	✓		✓	✓			✓		✓	✓	✓			✓	✓
6	External Trips	✓	✓	✓		✓	✓	✓		✓		✓	✓	✓			✓	
7	Model Interface	✓	✓									✓	✓	✓				
8	Model Estimation & Development	✓	✓	✓								✓		✓	✓	✓	✓	
9	Model Validation	✓	✓	✓			✓					✓	✓	✓		✓		✓
10	Training	✓	✓	✓			✓					✓	✓	✓				✓
11	Model Documentation	✓	✓	✓			✓			✓		✓	✓	✓	✓	✓	✓	✓
12	Model Support	✓	✓	✓			✓					✓	✓	✓			✓	✓

Neel-Schaffer Team's Transportation Planning & Modeling Experience Map Since 2015



Section 13 | **Resumes**

TRAVEL DEMAND MODEL SYFS 2026 & 2027

RPC Task TDM26; FY–26 UPWP

S.P. No. H.972627

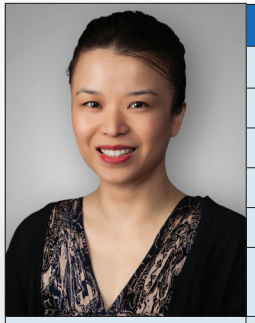
13. RÉSUMÉS

Name	**Vijay Kunada, PE, PTOE, PTP**	Years of relevant experience with this employer	20
Title	Executive Vice President	Years of relevant experience with other employer(s)	5

Degree(s) / Years / Specialization			BS / 1999 / Civil Engineering; MS / 2001 / Civil Engineering; MS / 2002 / Computer Science
Active registration number / state / expiration date			PE No. 32145 / LA / 03–31–2028; PTOE No. 2878 / 04–14–2028; PTP No. 096 / 11–07–2028
Year registered	2006	Discipline	Civil
Contract role(s) / brief description of responsibilities			Officer in Charge & QA/QC; Model Architecture

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
Career History	Vijay is Executive Vice President and Planning Discipline Lead at Neel–Schaffer, and Engineer Manager of the Lafayette office. He offers decades of experience in travel demand modeling, land use forecasting, transportation planning, and traffic engineering. Vijay led over 50 MTP/LRTP/RTPs — pairing rigorous calibration/validation with practical stakeholder engagement to deliver implementable outcomes. Over his career, he has led over 40 TDMs across AL, AR, LA, MS, TN, and TX, and advanced land use modeling using UrbanSim (Lafayette Parish) and CommunityViz (Baton Rouge, Auburn, Gulf Coast, and Hattiesburg). He has provided statewide modeling support to LADOTD and all Louisiana MPOs since 2006 under a long–term retainer. Mr. Kunada has completed DOTD's Traffic Engineering Process and Report (TEPR) training.
01/21 – 07/22	**Lafayette (LA) 2050 Metropolitan Transportation Plan:** Project Manager. Neel–Schaffer partnered with the Acadiana Planning Commission to shape Lafayette's 2050 Metropolitan Transportation Plan and associated TDM, creating a clear, fiscally responsible roadmap for future mobility, safety, and growth. Through advanced modeling and strategic project prioritization, the plan directs $1.24 billion in improvements to reduce congestion and enhance connectivity across the region.
09/20 – 10/22	**Baton Rouge (LA) MOVE 2046: Metropolitan Transportation Plan:** Project Manager for state–of–the–art tour–based regional travel demand model using the latest household travel survey results and big data sources to realistically reflect the local travel patterns. A land use allocation model was also developed to forecast future growth in the region using scenario–based planning principles. Plan also included detailed safety analysis and intersection/segment concepts to address identified crash patterns.
07/21– 08/23	**Memphis (TN/MS) 2050 Regional Transportation Plan:** As Project Manager, Mr. Kunada worked with the Memphis Urbanized Area MPO of the mid–south region to update its Regional Transportation Plan (RTP). In addition to ensuring federal compliance and extensive public outreach, the Neel–Schaffer team developed several new items in this effort including a planning for performance tool to analyze funding levels vs. performance, Complete Street concepts to promote accessibility along with mobility, detailed safety analysis and intersection concepts to address identified crash patterns, equity and resiliency analysis, and estimation of future performance of the proposed plan. The financial plan and staged improvement plan were based on extensive coordination with the MPO, the Tennessee Department of Transportation, and the Mississippi Department of Transportation.
11/22 – Present *(99% of NSI work has been completed)*	**2055 Louisiana Statewide Transportation Plan and Travel Demand Model:** NSI Project Manager. Mr. Kunada led the statewide travel demand model using TransCAD with detailed freight model, model estimation using big data sources, socio–economic data forecast, MPO plan coordination, needs analysis of state highways and capacity expansion plan.
10/23 – 12/25	**2050 Mississippi Unified Long–Range Transportation Infrastructure Plan (MULTIPLAN):** Mr. Kunada serving as overall project manager for the project which includes the statewide plan update and the development of three Metropolitan Transportation Plans (Jackson, Gulf Coast, and Hattiesburg). Mr. Kunada also managed the development of the statewide and regional travel demand models under a separate contract to support this planning effort.

05/24 – 05/25	**Houma–Thibodaux 2050 Metropolitan Transportation Plan:** Principal–in–charge for a 25 Year Long Range Transportation Plan for the Houma–Thibodaux MPO. The update includes enhancements to the travel demand model, development of an action–oriented plan grounded in public input, and alignment with federal regulations and industry best practices. The Travel Demand Model (TDM) was updated to include new socioeconomic data and calibration/validation was improved using location–based survey data from Replica and observed speed data from the NPMRDS dataset.
10/18 – 12/20	**2045 Mississippi Unified Long–Range Transportation Infrastructure Plan (MULTIPLAN):** Mr. Kunada was the Task Manager for developing three Metropolitan Transportation Plans (Jackson, Gulf Coast, and Hattiesburg). This planning effort continues the previous 2040 plan initiative of coordinated statewide public engagement process that is being used to identify and prioritize projects and by placing greater emphasis on all transportation options, especially transit, bicycle, pedestrian, and freight modes. Plan also included detailed safety analysis and intersection/segment concepts to address identified crash patterns. Mr. Kunada is also managing the development of the statewide and regional travel demand models.
09/19 – 12/20	**Monroe 2045 Metropolitan Transportation Plan:** As Project Manager, Mr. Kunada led the update of the region's FAST–Act compliant long–range transportation and travel demand model, branding of the plan, public/stakeholder outreach, future land use and revenue forecasting, deficiency analysis to identity projects and safety issues/solutions for all modes of transportation. . Mr. Kunada managed the development of performance measures and target scorecards and the selection of projects was done with a defined project prioritization process developed with input from local public and stakeholders.
04/19 – 06/20	**Houma–Thibodaux (LA) 2045 Metropolitan Transportation Plan:** As Project Manager, Mr. Kunada led the update of the region's long–range transportation and travel demand model that utilized an innovative, performance–based approach to address the region's multimodal needs and meet new FAST Act requirements. TDM was updated using Streetlight and NPMRDS datasets by calibrating and validating network attributes, trip generation, trip distribution, mode choice, and traffic assignments components. External trip module was redone with observed trip data provided by Streetlight dataset.
08/14 – 09/15	**Dothan (AL) 2040 Metropolitan Transportation Plan:** As Project Manager, Mr. Kunada oversaw the development of this long–range transportation plan and accompanying travel demand model in Southeast Alabama. The plan built upon recently completed bicycle, pedestrian, and transit plans and provided a clear action plan for funding and implementing needed multimodal improvements. These recommendations, as well as all other recommendations, were based upon detailed analysis of existing conditions and future growth.
12/13 – 12/14	**Lake Charles (LA) 2040 Metropolitan Transportation Plan:** As Project Manager, Mr. Kunada was responsible for quickly developing a long–range transportation plan for a region undergoing significant industrial expansion and rapid growth. Because of this growth, forecasting future conditions and travel demand modeling required special attention and additional tasks were included for identifying long–term improvements for community services (e.g. parks, schools, police/fire), freight planning, and evacuation planning. The plan won accolades for its public and stakeholder engagement process and comprehensive, multimodal approach.
02/19 –10/19	**Auburn–Opelika 2045 Metropolitan Transportation Plan:** As Deputy Project Manager, Mr. Kunada oversaw the development of a long–range transportation plan that utilized an innovative, performance–based approach to address the region's multi–modal needs and meet new FAST Act requirements. He also led a stakeholder coordination process that was instrumental in setting performance targets for the planning area. To achieve these targets, the plan focused on realistic implementable projects such as intersection and corridor management projects in additions to few capacity projects. Prioritized lists of projects for all modes (road, bike/ped and transit) were also developed.



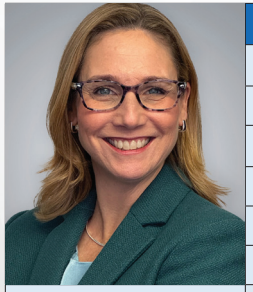
13. RÉSUMÉS

Name	**Ting Yi, PhD, PE**	Years of relevant experience with this employer	5
Title	Senior Transportation Engineer	Years of relevant experience with other employer(s)	15

Degree(s) / Years / Specialization			PhD / 2008 / Civil Engineering; MS / 2004 / Civil Engineering; BS / 2001 / Civil Engineering;
Active registration number / state / expiration date			PE No. 108975 / TX / 07–31–2027
Year registered	2011	Discipline	Civil
Contract role(s) / brief description of responsibilities			Project Management, Model Architecture, External Trips, Model Interface, Model Estimation & Development, Model Validation, Model Documentation, and Model Support

Experience dates (mm/yy – mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
Career History	Dr. Yi has 20 years of experience in travel demand modeling (TDM using TransCAD), micro simulation model (using VISSIM) and performing complex transportation projection. She has been responsible for the refinement and application of TDM systems to evaluate potential federally funded projects at both the regional and corridor levels in Mississippi, Louisiana, Texas, Illinois and Michigan. She led the development of TDM and micro simulation model for traffic projection, analysis and alternatives recommendations in TxDOT Mobility 35 Plan, Interstate 10 Corridor Study and MDOT Kalamazoo Transportation Study. She also developed toll modeling for the traffic and revenue study in Gordie Howe International Bridge, TxDOT managed lanes projects and NTTA toll roads system.
01/21 – 07/22	**Lafayette (LA) 2050 Metropolitan Transportation Plan:** As travel demand task lead, Dr. Yi developed a calibrated and validated TDM. She adjusted modeled input data to reflect existing demographic and land use activities. She analyzed the Streetlight O-D data to get the external-external (EE) trips, external-internal (EI) trips equations and trip length frequency distribution. She adjusted the model parameters to validate the daily model estimated volumes against traffic counts.
01/23 – 12/24	**2050 Mississippi Statewide Travel Demand Model Update:** As travel demand task lead, Dr. Yi developed a calibrated and validated statewide model. She refined the freight network and centroids based on the latest Freight Analysis Framework (FAF 5.0). She updated the freight model using commodity flow data and derived the freight trucks from tonnage information. She also analyzed the Replica O-D data to get the Internal-Internal HBW/HBO/NHB trip length frequency distribution, Auto/Medium Truck/Heavy Truck external-external (EE) trips, external-internal (EI) trips. She adjusted the model parameters to validate the daily model estimated volumes against traffic counts. Dr. Yi identified committed projects and used validated TDM and future FAF data to understand future travel patterns with new improvements.
10/22 – 12/25	**2055 Louisiana Long – Range Transportation Plans (LRTP):** As modeling task lead, Dr. Yi developed a statewide travel demand model. The new freight model includes generation (in tons), distribution, mode choice and the derivation of freight trucks from TRANSEARCH tonnage information. To validate models, data collection was obtained from multiple sources (DOTD, Google Imagery, 2020 Census, TRANSEARCH) and included Streetlight O-D data. Initial model runs and adjustments were compared with obtained data to validate TDM outputs. She also identified committed projects and used validated TDM and 2050 TRANSEARCH data to develop the final staged improvement programs and short-term projects.
07/21 – 08/23	**Memphis (TN) 2050 Regional Transportation Plan:** Dr. Yi served as the task lead for the TDM, and the Transit Simplified Trips-on-Project Software (STOPS) model. She reviewed and updated the TDM though evaluation of demographic/economic/land-use data and highway network. To calibrate base year model for actual conditions, Dr. Yi did Streetlight O-D data analysis to update the external-external trips and external internal trips equations. She conducted different scenarios of transportation investments and evaluated model performance and traffic data to develop transportation projects priority lists for future years. She also led the effort for transit study including STOPS model calibration, base year scenario evaluation and future year transit needs analysis.

Ting Yi, PhD, PE Continued	
10/20 – 03/22	**Baton Rouge (LA) 2046 Metropolitan Transportation Plan (MOVE 2046):** As modeling task lead, Dr. Yi updated the TDM TAZs, highway network and Transit network using TransCAD through the evaluation of land use/DOTD traffic/CATS Transit data. She also reviewed 2019/2020 Capital Region Transportation Survey (CRTS) report and helped the development of tour based regional model. Dr. Yi used Streetlight O-D data to analyze EE trips, calibrated EI trips equations and trip length frequency distribution. Finally, Dr. Yi developed a calibrated and validated TDM. Following the base model development, Dr. Yi conducted traffic projections and evaluated alternatives using various corridor layouts.
08/20 – 03/21	**2045 Mississippi Unified Long-Range Transportation Infrastructure Plan (MULTIPLAN):** As a senior modeler, Dr. Yi assisted the development of the statewide, and regional (Starkville, Jackson, Gulf Coast, Hattiesburg) travel demand models. To validate models, data collection was obtained from multiple sources (MDOT, Google Imagery, 2010 Census) and included AirSage O-D data. Initial model runs and adjustments were compared with obtained data to validate TDM outputs. To refine the previous 2040 model, Dr. Yi identified committed projects and used validated TDM and AirSage O-D data to understand future travel patterns with new improvements.
04/18 – 07/20	**TxDOT GEC Mobility 35 Plan:** As part of mobility and safety study on IH-35 in Austin, TX, improvements included main lane widening, new bridge, and new ramps. Dr. Yi, as GEC AECOM traffic lead and task manager, worked on multiple tasks including Downtown new concept operational analysis in VISSIM, Parmer/GAP IAJR review, Capital Express IAJR review and Extra pavement feasibility analysis in VISSIM. She led the TDM development in TransCAD for traffic analysis and alternatives recommendations including Managed Lane, HOV lane, and GP expansion. To develop reasonable outputs for Managed lanes, Dr. Yi accomplished 2040 TDM by incorporating travel time reliability.
5/17 – 03/18	**Kalamazoo Multi-Model Transportation Study:** Dr. Yi served as the task lead for traffic projections for the MDOT Kalamazoo Multi-modal Transportation Study. She developed advanced practice four step and activity-based TransCAD model for the study. This effort included validating existing land uses activities and proposed changes; TDM development, validation and calibration; conducting traffic projections and evaluating alternatives using various corridor layouts. To evaluate future year various policy and scenarios, Dr Yi used Streetlight data to supplement the TDM and understand regional travel patterns.
01/17 – 02/18	**Illinois I-355 Planning and Environmental (PEL) Study:** Dr. Yi led the effort for the development of traffic forecasts and corridor level microsimulation. The PEL Study examined impacts of the proposed I-355 alternatives to Chicago's transportation network based on the MPO's multi-modal model performance. To calibrate the base year TDM and VISSIM model, she coordinated and interpreted actual conditions. The O-D data was extracted from the TDM and used to code the VISSIM model to complete the corridor alternatives analysis. Dr. Yi identified O-D distribution issues and developed solutions using data-driven approach.
11/16 – 12/17	**Gordie Howe International Bridge Traffic and Revenue Study:** As traffic lead, Dr. Yi was responsible for the traffic forecasting tasks for Winsor-Detroit Bridge Authority (WDBA). She developed travel demand models in TransCAD and Cube for traffic forecasting and risk analysis. The challenge of the study was to evaluate various logistics choice models based on the travel survey data. Dr. Yi analyzed survey data and compared TDM performance for the alternatives to validate the model.
05/12 – 04/17	**TxDOT IH 35E, NTE, SH 183, Loop 12, SH 114, Loop 1604 and US 281 Traffic and Revenue Study:** Dr. Yi served as the modeling task lead for the TxDOT DFW and San Antonio Managed Lanes traffic and revenue study. She reviewed and updated the TDM though evaluation of demographic/economic/land use data. To calibrate base year model for actual conditions, Dr. Yi did screenline analysis using Streetlight O – D data. She also used validated TDM to analyze alternatives, evaluated risk factors by testing scenarios of different transportation investments, and evaluated model performance and traffic data to develop traffic projections for future years. She also led traffic simulation study for the corridors including base year VISSIM model calibration and future year volume delay function curves conduction.



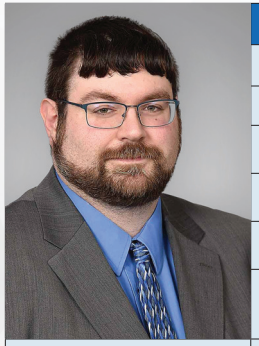
13. RÉSUMÉS

Name	**Ellen Soll, AICP**	Years of relevant experience with this employer	1
Title	Senior Project Manager	Years of relevant experience with other employer(s)	20

Degree(s) / Years / Specialization			BS / 1998 / Anthropology; MS / 2004 / Community & Regional Planning
Active registration number / state / expiration date			AICP No. 22382 / all / 12-31-2027
Year registered	2008	Discipline	Planning
Contract role(s) / brief description of responsibilities			Project Management, Demographic Data

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
Career History	Ellen Soll joined Neel-Schaffer in 2025 and serves as a Senior Project Manager based in the firm’s New Orleans (LA) Office. Ellen is an experienced transportation planner and project manager specializing in safety action planning and active transportation initiatives. With a strong track record of leading federally funded Safe Streets and Roads for All (SS4A) projects, Ellen has successfully delivered comprehensive plans across multiple jurisdictions, including urban, regional, and rural communities.
10/25 – Present	**Slidell Mobility Master Plan, Slidell, LA:** Ms. Soll serves as Project Manager for the City of Slidell’s Mobility Master Plan (MMP), a RAISE grant-funded planning effort focused on improving multimodal transportation options citywide. In this role, she oversees day-to-day project management and coordination of a multidisciplinary consultant team, ensuring compliance with federal grant requirements and alignment with City goals. Ms. Soll leads stakeholder and public engagement activities, and helps guide a collaborative planning process centered on community priorities. The Mobility Master Plan will evaluate existing transportation conditions, identify system gaps, and develop innovative, practical strategies to support safe, efficient, and sustainable travel for all modes throughout Slidell.
12/22 – 10/23	**Victoria Active Transportation Master Plan, Victoria, TX:** Ellen served as Project Manager on this effort to prepare an Active Transportation Master Plan to make it safer and more comfortable to walk, bike and roll in Victoria, TX. As Project Manager, Ellen was responsible for all deliverables, including risk-based safety and crash analysis, latent demand analysis, level of stress analysis, sidewalk gap analysis, public engagement, and stakeholder involvement. Ellen led the development of an active transportation network plan to address safety and create an all-ages network for the city through bicycle infrastructure, sidewalks, trails, crossing features and other safety measures.
11/23 – 12/24	**NLCOG Regional Active Transportation Plan, Bossier, Caddo, DeSoto and Webster Parishes, LA**: Ellen was Project Manager for this Regional Active Transportation Plan developed to build a complete network for active transportation across the four-parish area. Ellen was responsible for all technical analyses, public engagement, and client interactions. A standalone non-motorized design guide was created as a tool to assist local governments with context appropriate design of facilities going forward. For this plan, each proposed project was evaluated using a four-point scale for implementation feasibility. This project received an honorable mention for a Transportation Focus in the 2025 Louisiana APA “Excellence for a Plan” award category.
10/23 – 12/24	**Path to Zero: Safe Streets for All (SS4A) Plan, St. John the Baptist, Tangipahoa, and St. Tammany Parishes, LA:** Ellen was Project Manager as a subconsultant on this Safety Action Plan for a three-parish area. She was responsible for the delivery of public engagement, stakeholder coordination, leadership commitment, equity planning analysis, non-infrastructure recommendations and performance management recommendations. This project won an “Excellence for a Planning Process” award from the Louisiana APA in 2025, and the City of Natchitoches awarded two additional grants under the same program to implement the solutions recommended in the plan. This project included a network screening for a High Injury Network (HIN) and development of projects to address Vulnerable Road User (VRU) crashes and high risk locations.

Ellen Soll, AICP Continued	
07/23 – 10/24	**SCPDC Bicycle and Pedestrian Safety Plan, Seven Parishes in South Central Louisiana:** Ellen was Project Manager in this effort to assist South Central Planning and Development Commission (SCPDC) with completion of their Bicycle and Pedestrian Safety Plan. SCPDC began a Bicycle and Pedestrian planning process in 2019 which was temporarily halted during the COVID-19 pandemic. The team paired the previously conducted stakeholder engagement with a latent demand analysis, crash analyses, funding resources, and an action plan with key pedestrian projects and a bicycle network for the seven-parish area. This project received a National Association of Development Organizations (NADO) Excellence in Regional Transportation Award in 2025.
12/21 – 03/22	**Inner Harbor Navigation Canal (IHNC) Safety and Access Planning Study, New Orleans, LA:** Project Manager provided oversight of all public and stakeholder engagement, subconsultant coordination, and QA/QC for all deliverables. This study was a project to identify potential walking and bicycling crossing of the Inner Harbor Navigation Canal (IHNC); and to analyze existing bridge crossings at the Sen. Ted Hickey Bridge (Seabrook Bridge), Danzinger Bridge (Chef Menteur), the I-10 Highrise Bridge, and the Almonaster Avenue Bridge to identify a feasible crossing to connect the City-wide bike network.
08/19 – 01/20	**Northshore Boulevard Stage 0 Feasibility Study, St. Tammany Parish, LA:** As Principal & Project Manager for a subconsultant firm, Ellen was responsible for the evaluation of adjacent land uses and the development of trip generation forecast scenarios for development along the corridor. She also provided client communications and project management.
09/21 – 03/22	**Metairie-Hammond Hwy Corridor Planning & Signalization, Jefferson Parish, LA:** Project Manager for the Prime consultant firm responsible for the oversight of planning deliverables, contract and subconsultant management on this traffic signalization and complete streets planning study to reimaging the 0.3-mile corridor as a gateway to Jefferson Parish and the Lakefront Park.
06/13 – 09/14	**LA 52 Corridor Revitalization Plan, St. Charles Parish, LA:** Ellen was a subject matter expert responsible for the integration of Complete Streets elements into the transportation component of the Paul Maillard Road Corridor (LA 52) Revitalization Plan. This was a comprehensive planning effort utilizing a HUD sustainability grant to re-vision the corridor in terms of land use, transportation, economic development, and housing. Ellen oversaw the development of cross section details and rendering of proposed bicycle and pedestrian accommodations for the corridor. Her role included responsibility for the evaluation of the alternative cross sections to refine the project toward a preferred concept. She presented numerous times to the Advisory Committee and led various stakeholder engagement efforts including a group walking audit of the corridor.
05/08 – 06/09	**Belle Chasse Tunnel and Bridge Stage 0 Feasibility Study, Belle Chasse, LA:** Ellen served as principal planner on this project, overseeing the evaluation of maritime, rail and vehicular traffic operational needs, coordination with flood improvement projects and identification of potential environmental impacts.
06/17 – 12/18	**Safe Streets for Everyone – A Transportation Safety Campaign for Orleans Parish, Orleans Parish, LA:** Working as a subconsultant, Ellen's responsibilities included community outreach, and coordination of the Community Outreach Work Group and Traffic Operations and Enforcement Work Group, as a member of the project team on this active transportation media and education campaign for New Orleans. "You're Not Alone on the Road, Create Safe Streets for Everyone" was the project tag line, encouraging a shared responsibility for the safety of people walking, biking, and driving in the New Orleans area.
07/15 – 10/17	**NORPC Complete Streets Workshop Series & Community Education Program Tangipahoa Parish, LA, St. John the Baptist and St. Bernard Parishes, LA:** Ellen was a co-presenter on this Complete Streets Workshop effort – providing Complete Streets resources and training to the Cities of Hammond, Ponchatoula, St. John the Baptist Parish and St, Bernard Parish. Ellen co-led the four workshops, developed policy language, and led groups of participants on a "Walking Audit."
03/13 – 03/15	**Complete Streets Implementation, Statewide, LA:** Ellen was the principal planner responsible for assisting LADOTD with the development of an Implementation Program of the Louisiana Complete Streets Policy from 2013 through 2015. Her primary project responsibilities were coordination of the legislatively mandated Louisiana Complete Streets Advisory Council and the development of an implementation plan and performance measure framework to be used for annual reporting back to the Louisiana Legislature.



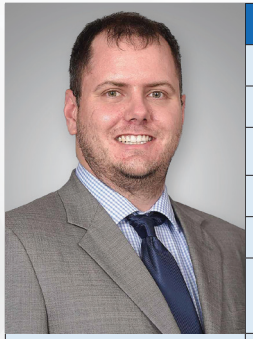
13. RÉSUMÉS

Name	**Nicholas 'Nick' Broussard, PE, PTP**	Years of relevant experience with this employer	16
Title	Senior Project Manager	Years of relevant experience with other employer(s)	1

Degree(s) / Years / Specialization			BS / 2009 / Civil Engineering; MS / 2015 / Civil Engineering
Active registration number / state / expiration date			PE No. 39864 / LA / 09–30–2027; PTP No. 585
Year registered	2018	Discipline	Civil
Contract role(s) / brief description of responsibilities			Demographic Data, Geographic Layer Inputs, Model Documentation, and Model Support

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
Career History	Mr. Broussard has 17 years of experience in metropolitan transportation planning, air quality conformity, safety planning, public outreach, travel demand modeling, and project management. He has worked on transportation plans for various metropolitan areas in Louisiana, Mississippi, Alabama, Texas, Arkansas, and Tennessee. He has also worked on safety action plans in Louisiana, Mississippi, Tennessee, and Alabama.
01/21–07/22	**Lafayette (LA) 2050 Metropolitan Transportation Plan:** Deputy Project Manager. Neel–Schaffer partnered with the Acadiana Planning Commission to shape Lafayette's 2050 Metropolitan Transportation Plan, creating a clear, fiscally responsible roadmap for future mobility, safety, and growth. Through advanced modeling and strategic project prioritization, the plan directs $1.24 billion in improvements to reduce congestion and enhance connectivity across the region.
02/23 – 12/25	**Louisiana 2055 Statewide Transportation Plan:** Mr. Broussard oversaw development of the base and forecast socioeconomic data for the statewide travel demand model. He also assisted with the existing plans review.
10/23 – 12/25	**2050 Mississippi Unified Long–Range Transportation Infrastructure Plan (MULTIPLAN):** Mr. Broussard is overseeing development of the Jackson and Gulf Coast long–range transportation plans, which include high–level short– and long–term recommendations for commonly identified locations within each MPA. This includes regional safety analysis, transportation elements, project prioritization, financial analysis, and development of the staged improvement program.
05/24 – 05/25	**Houma–Thibodaux (LA) 2050 Metropolitan Transportation Plan (Destination 2050)**: Mr. Broussard oversaw development of the region's long–range transportation plan. This included regional analysis for the plan including high–level short– and long–term recommendations for commonly identified locations within the MPA in need of safety or congestion improvements. He oversaw the plan's public engagement and the development of the transportation performance management section, which analyzed regional performance compared to targets and proposed strategies and actions the MPO could take to maintain or improve performance. This plan was conducted according to the IIJA requirements with emphasis on performance management and a multimodal approach, including recommendations to address strong public desire for expanded public transit.
01/23 – 12/23	**Clarksville (TN/KY) 2050 Metropolitan Transportation Plan:** Mr. Broussard oversaw development of the region's long–range transportation plan. This included regional analysis for the plan including high–level short– and long–term recommendations for commonly identified locations within the MPA in need of safety or congestion improvements. He oversaw the plan's public engagement and the development of the transportation performance management section, which analyzed regional performance compared to targets and proposed strategies and actions the MPO could take to maintain or improve performance. This plan was conducted according to the IIJA requirements with emphasis on performance management and a multimodal approach.

Nicholas 'Nick' Broussard, PE, PTP Continued	
07/21 – 08/23	**Memphis (TN) 2050 Long–Range Transportation Plan:** Mr. Broussard oversaw development of the regional safety analysis for the plan, which included high–level short– and long–term recommendations for commonly identified locations within the MPA in need of safety improvement. He assisted with the development of the long–range transportation plan. This plan was conducted according to the IIJA requirements with emphasis on performance management and a multimodal approach. It incorporated identification of short–term projects, including non–capacity projects, that can be implemented to address existing needs, as well as the staged improvement program.
09/20 – 02/22	**Baton Rouge (LA) 2046 Metropolitan Transportation Plan (MOVE 2046):** Mr. Broussard oversaw development of the regional safety analysis for the plan, which included high–level short– and long–term recommendations for commonly identified locations within the MPA in need of safety improvement. He oversaw development of the transportation performance management section, which analyzed regional performance compared to targets and proposed strategies and actions the MPO could take to maintain or improve performance. He also assisted with the development of the long–range transportation plan, which was conducted according to the FAST Act requirements with emphasis on performance management and a multimodal approach. He assisted in the development of the travel demand model and oversaw the air quality assessment.
08/24 – 12/25	**Auburn–Opelika 2050 Metropolitan Transportation Plan:** Mr. Broussard oversaw development of the socioeconomic data of the travel demand model, regional safety analysis, transportation elements, project prioritization, and development of the staged improvement program for the plan, which included high–level short– and long–term recommendations. He developed the transportation performance management section, which analyzed regional performance compared to targets and proposed strategies and actions the MPO could take to maintain or improve performance. This plan was conducted according to the FAST Act requirements with emphasis on performance management and a multimodal approach.
01/20 – 09/20	**Pine Bluff Area Transportation Study 2045 Metropolitan Transportation Plan:** Mr. Broussard oversaw the development of the long-range transportation plan as the Project Manager. He oversaw development of the regional safety analysis for the plan, which included high-level short- and long-term recommendations for commonly identified locations within the MPA in need of safety improvement. He oversaw development of the transportation performance management section, which analyzed regional performance compared to targets and proposed strategies and actions the MPO could take to maintain or improve performance. This plan was conducted according to the FAST Act requirements with emphasis on performance management and a multimodal approach. The project included short-term recommendations for the region as well as the staged improvement program. As a Modeler, he was responsible for the development of the new Travel Demand Model used in the region. The plan expanded the region's public outreach to include more social media than past efforts, in part due to the COVID pandemic.
09/19 – 10/20	**Monroe 2045 Metropolitan Transportation Plan:** Mr. Broussard oversaw development of the regional safety analysis for the plan, which included high-level short- and long-term recommendations for commonly identified locations within the MPA in need of safety improvement. He developed the transportation performance management section, which analyzed regional performance compared to targets and proposed strategies and actions the MPO could take to maintain or improve performance. He assisted with the development of the regional Metropolitan Transportation Plan. This plan was conducted according to the FAST Act requirements with emphasis on performance management and a multimodal approach. He was also responsible for development of the Travel Demand Model and the region's staged improvement program.
11/18 – 01/21	**2045 Mississippi Unified Long-Range Transportation Infrastructure Plan (MULTIPLAN):** Mr. Broussard oversaw development of the regional safety analysis for each MPO plan (Jackson, Hattiesburg, and Gulf Coast), which included high-level short- and long-term recommendations for commonly identified locations within each MPA in need of safety improvement. He developed the transportation performance management section for each region, which analyzed regional performance compared to targets and proposed strategies and actions the MPO could take to maintain or improve performance. He assisted with the development of the three Metropolitan Transportation Plans. This plan was conducted according to the FAST Act requirements with emphasis on performance management and a multimodal approach. He was also responsible for development of the three Travel Demand Models and assisted with developing the final staged improvement programs and short-term projects.



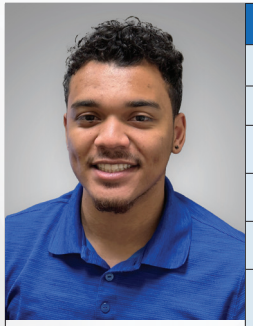
13. RÉSUMÉS

Name	**Chuck LeBoeuf, PE, PTOE**	Years of relevant experience with this employer	11
Title	Senior Traffic Engineer	Years of relevant experience with other employer(s)	1

Degree(s) / Years / Specialization			BS / 2012 / Civil Engineering; MS / 2014 / Civil Engineering
Active registration number / state / expiration date			PE No. 42854 / LA / 03–31–2027; PTOE 5397 / 11–23–2028
Year registered	2018	Discipline	Civil
Contract role(s) / brief description of responsibilities			Data for Model Estimation, External Trips

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
Career History	Mr. LeBoeuf joined Neel–Schaffer in 2014 and has 12 years of experience in the engineering field, including 18 months as a Co–Op student with the Louisiana Department of Transportation and Development. Since joining Neel–Schaffer, Mr. LeBoeuf has provided a wide variety of transportation–related services, including travel demand modeling, GIS, crash analysis, traffic analysis, mesoscopic modeling, and traffic signal design. He also has experience in the collection of turning movement counts for development projects. Mr. LeBoeuf has completed DOTD’s Traffic Engineering Process and Report (TEPR) training.
01/21 – 07/22	**Lafayette (LA) 2050 Metropolitan Transportation Plan:** Neel–Schaffer partnered with the Acadiana Planning Commission to shape Lafayette’s 2050 Metropolitan Transportation Plan, creating a clear, fiscally responsible roadmap for future mobility, safety, and growth. Through advanced modeling and strategic project prioritization, the plan directs $1.24 billion in improvements to reduce congestion and enhance connectivity across the region.
11/24 – Present	**2050 Mississippi Unified Long–Range Transportation Infrastructure Plan (MULTIPLAN):** Mr. LeBoeuf analyzed crash data to determine crash trends for three Metropolitan Planning Areas: Jackson, Hattiesburg, and Gulf Coast. Additionally, Mr. LeBoeuf is currently updating the Congestion Management Plans (CMPs) developed for the Jackson and Gulf Coast MPAs.
10/24 – 01/25	**Houma (LA) 2050 Metropolitan Transportation Plan:** Mr. LeBoeuf analyzed crash data to determine crash trends for the Houma–Thibodaux Metropolitan Planning Area. Additionally, Mr. LeBoeuf provided high–level recommendations for locations that were identified to have congestion issues.
10/23 – 03/24	**Louisiana Comprehensive Safety Action Plans (SS4A):** This project developed Comprehensive Safety Action Plans as part of the Safe Streets and Roads for All (SS4A) Grant Program for several regions in Louisiana, including Baton Rouge, Houma–Thibodaux, and Monroe. Mr. LeBoeuf analyzed crash data to determine crash trends, especially for those that resulted in fatalities or serious injuries. Additionally, Mr. LeBoeuf assisted in developing High Injury Networks of roadway segments and intersections that experienced a high number of fatal or serious injury crashes.
01/23 – 04/23	**Clarksville (TN/KY) 2050 Metropolitan Transportation Plan:** Mr. LeBoeuf analyzed crash data to determine crash trends for the Clarksville Metropolitan Area. Additionally, Mr. LeBoeuf provided high–level recommendations for intersections that had a high number of rear end or right–angle crashes.
11/21 – 01/23	**Memphis (TN) 2050 Long Range Transportation Plan:** Mr. LeBoeuf analyzed crash data to determine crash trends for the Memphis Metropolitan Planning Area. Additionally, Mr. LeBoeuf has developed the data for the safety performance curve, which compares potential crash reductions to project costs and benefits.
02/20 – 09/20	**Pine Bluff (AR) 2045 Metropolitan Transportation Plan:** Mr. LeBoeuf analyzed crash data to determine crash trends for the Pine Bluff Metropolitan Area. Also, Mr. LeBoeuf documented the existing freight conditions as well as the projected freight conditions and needs for the Pine Bluff Metropolitan Planning Area. Additionally, Mr. LeBoeuf analyzed the existing safety, bridge and pavement, performance, and transit conditions to develop the Transportation Performance Management reports.

Chuck LeBoeuf, PE, PTOE Continued	
11/18 – 10/20	**2045 Mississippi Unified Long Range Transportation Infrastructure Plan (MULTIPLAN):** Mr. LeBoeuf documented the existing freight conditions as well as future freight conditions and needs for all three Metropolitan Planning Areas in Mississippi. Additionally, Mr. LeBoeuf analyzed the existing safety, bridge and pavement, performance, and transit conditions to develop the Transportation Performance Management reports. For the Jackson and Gulf Coast MPAs, Mr. LeBoeuf performed Congestion Management Process (CMP) analyses. For the Gulf Coast MPA, Mr. LeBoeuf analyzed crash data to determine crash trends for the Mississippi Gulf Coast Metropolitan Area.
01/17 – 02/18	**Western Beltway Phase II Feasibility Study, Hattiesburg, MS:** This project determined the feasibility of extending MS 42 from I–59 to US 49 north of Hattiesburg, MS. Mr. LeBoeuf developed existing peak hour volumes and volume characteristics such as peak hour factors and heavy vehicle percentages. Mr. LeBoeuf developed future peak hour volumes using the Hattiesburg, MS Metropolitan Planning Organization's travel demand model results for the No Build scenario, which involved no improvements to study area roadways, and for the Build scenario, which incorporated two roadway alignment alternatives. Mr. LeBoeuf performed intersection traffic analyses using the existing and future peak hour traffic volumes and recommended the intersection geometry for study area intersections. Mr. LeBoeuf analyzed crash data to determine crash trends and estimate the expected number of crashes for future scenarios. Mr. LeBoeuf also performed a benefit–cost analysis for each scenario using the expected number of crashes and expected changes in travel times.
03/15 – 06/16	**Grand Prairie Interchange Justification Report, Rayne, LA:** This project consisted of determining the traffic impacts to the local roadway network with the construction of an interchange for I–10 at LA 98 in Rayne, LA as well as the construction of a water park near the proposed interchange. Mr. LeBoeuf performed traffic and safety analyses for scenarios involving the construction of the interchange and/or water park.
03/15 – 06/15	**I–59 Realignment in Laurel, MS:** This project determined the benefits of realignment of I–59 in Laurel, MS. Mr. LeBoeuf forecasted the expected number of crashes for the future scenarios and performed a benefit–cost analysis for the I–59 realignment using the expected number of crashes for the No Build scenario and two alternatives for the Build scenario.
07/20 – Present	**MRB South GBR: LA 1 to LA 30 Connector, Baton Rouge, LA:** This project uses mesoscopic modeling to analyze a proposed new crossing over the Mississippi River from LA 1 to LA 30 between I–10 and LA 70. Mr. LeBoeuf used the existing traffic data to develop peak period volumes and travel times which were to be used in the model calibration and validation. Mr. LeBoeuf developed the Base mesoscopic model by first expanding a previous Dyanmeq mesoscopic model to include the West Bank of the Mississippi River from Baton Rouge to Donaldsonville, and then performing Dynamic Traffic Assignments using Origin–Destination (O–D) matrices. Afterwards, Mr. LeBoeuf used the existing traffic data to calibrate the Base model to better reflect existing traffic conditions. Once the Base model was finished, Mr. LeBoeuf then developed the No Build model, which included proposed highway improvements and an updated O–D matrix. This No Build model was then used as a background model to develop Bridge–specific models for each of the 20 proposed Bridge crossings.

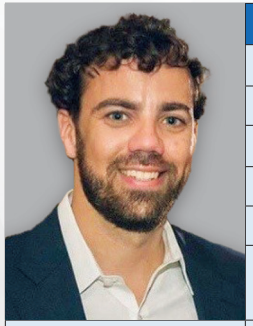


13. RÉSUMÉS

Name	**Cedric Hyman, El**	Years of relevant experience with this employer	3
Title	Transportation Planner	Years of relevant experience with other employer(s)	0

Degree(s) / Years / Specialization			BS / 2023 / Environmental Studies
Active registration number / state / expiration date			El No. 35535 / LA / 03–31–2028
Year registered	2023	Discipline	N/A
Contract role(s) / brief description of responsibilities			Data for Model Estimation, Demographic Data, Geographic Layer Inputs,Model Interface, Model Validation, Model Documentation, & Model Support

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
Career History	Mr. Hyman has worked on numerous local and regional transportation planning projects in Louisiana, Mississippi, Tennessee, and Alabama. His participation and contributions to these plans include: collecting and analyzing demographic and socioeconomic data to understand demand and growth, assisting with public and stakeholder outreach, assisting with model development, GIS mapping using crash data for safety maps, safety planning and strategies, corridor studies, and traffic studies.
11/24 – 05/25	**Auburn–Opelika 2050 Long Range Transportation Plan, Alabama:** Mr. Hyman assisted in updating of the region’s travel demand model and assisted on the region’s safety analysis and recommendations of short and long term travel demand management. Mr. Hyman was responsible for the analysis of various transportation system performance measures and reviewed growth trends to forecast future conditions. He is also assisting on the development of the Long–Range Transportation Plan.
06/23 – 05/25	**Mississippi Statewide Travel Demand Model Update 2050:** Mr. Hyman is assisting with the updating of the statewide, three metropolitan organizations (Jackson, Gulf Coast, and Hattiesburg) and Northwest Mississippi’s Travel Demand Models. He contributed to the development of the updated base year socioeconomic data, TAZ layers, networks, and trip generators.
08/23 – 02/25	**Mobile 2050 Long Range Transportation Plan, Alabama:** Mr. Hyman assisted with the development of the Long–Range Transportation Plan, which was conducted according to the IIJA requirements with the emphasis on performance management and a multimodal approach. He was responsible for running the analysis and GIS mapping for various transportation system performance measures (Bridge Condition, Pavement Condition, and Roadway Reliability). He also assisted in the development of short and long term travel demand management recommendations and strategies.
08/23 – 04/25	**City of Gallatin, TN Master Transportation Plan:** Mr. Hyman assisted in the development city’s Master Transportation Plan. This plan was conducted with the emphasis on performance management and a multimodal approach. He was responsible for running the analysis and GIS mapping of various transportation system performance measures (Bridge Condition, Pavement Condition, and Roadway Reliability). He also assisted in the development of short and long–term recommendations for travel demand management, as well as recommendations for complete streets and access management policies.
04/24 – 09/24	**Capital Region Planning Commission Comprehensive Safety Action Plan, Louisiana:** Mr. Hyman assisted in the development of the region’s safety analysis in accordance with the Fiscal Year 2022 Safe Streets and Roads for All Grant Program to provide a baseline level of crashes, as well as determine equity areas.
12/24 – 04/25	**Louisiana 2055 Long–Range Transportation Plan:** Mr. Hyman assisted in the development of the statewide Travel Demand Model, as well as the development of GIS mapping of the demographic and socioeconomic data.



13. RÉSUMÉS

Name	**Brett Lavin**	Years of relevant experience with this employer	11
Title	Transportation Planner	Years of relevant experience with other employer(s)	8

Degree(s) / Years / Specialization			BS / 2005 / Business Management
Active registration number / state / expiration date			N/A
Year registered	N/A	Discipline	N/A
Contract role(s) / brief description of responsibilities			Demographic Data, Geographic Layer Inputs

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
Career History	Brett has worked on numerous local and regional transportation planning projects in Louisiana, Mississippi, Arkansas, Tennessee, and Alabama. His participation and contributions to these plans include: collecting and analyzing demographic and socioeconomic data to understand demand and growth, assisting with model development, GIS mapping using crash data for safety maps, safety planning and strategies, corridor studies and traffic studies
01/21 – 07/22	**Lafayette (LA) 2050 Metropolitan Transportation Plan:** Neel–Schaffer partnered with the Acadiana Planning Commission to shape Lafayette’s 2050 Metropolitan Transportation Plan, creating a clear, fiscally responsible roadmap for future mobility, safety, and growth. Brett assisted in the comprehensive update to the travel demand model using the latest available data which includes observed speeds and travel patterns using GPS–based data. He assisted with updating the base year roadway network by identifying attribute data for each link by functional classification, number of lanes, posted speed limit, and others. He coded traffic counts into the model network as well as external stations. He also assisted with revising the existing Traffic Analysis Zone’s structure based on recent developments and data from the 2020 Census as well as updating the base year socioeconomic data.
03/25 – 12/25	**Lincoln Parish 2050 Master Transportation Plan Model:** Brett assisted in the development of the travel demand model using the latest available data which includes observed speeds and travel patterns using GPS–based data. He assisted with updating the base year roadway network by identifying attribute data for each link by functional classification, number of lanes, posted speed limit, and others. He coded traffic counts into the model network as well as external stations. He also assisted with creating the Traffic Analysis Zone’s structure based on recent developments and data from the 2020 Census as well as developing the base year socioeconomic data.
07/24 – 12/24	**HTMPO 2050 Metropolitan Transportation Plan:** Brett assisted in the comprehensive update to the travel demand model using the latest available data which includes observed speeds and travel patterns using GPS–based data. He assisted with updating the base year roadway network by identifying attribute data for each link by functional classification, number of lanes, posted speed limit, and others. He coded traffic counts into the model network as well as external stations. He also assisted with revising the existing Traffic Analysis Zone’s structure based on recent developments and data from the 2020 Census as well as updating the base year socioeconomic data.
04/24 – 08/24	**City of Gallatin TN Master Transportation Plan:** Brett assisted in the development of the travel demand model using the latest available data which includes observed speeds and travel patterns using GPS–based data. He assisted with developing the base year roadway network by identifying attribute data for each link by functional classification, number of lanes, posted speed limit, and others. He coded traffic counts into the model network as well as external stations. He also assisted with creating the Traffic Analysis Zone’s structure based on recent developments and data from the 2020 Census as well as updating the base year socioeconomic data.
09/19 – 10/20	**Monroe 2045 Metropolitan Transportation Plan:** Brett assisted with the development of the regional Metropolitan Transportation Plan. This plan was conducted according to the FAST Act requirements with emphasis on performance management and a multimodal approach. He assisted with model development, collecting and analyzing demographic and socioeconomic data, as well as GIS Story Map creation using crash data for safety maps for the MPO. He was also responsible for the development of the environmental analysis and mitigation element, with an emphasis on environmental justice, and data collection.

Brett Lavin Continued	
02/24 – 06/24	**Calcasieu Parish Master Transportation Thoroughfare Plan**: Brett assisted in the comprehensive update to the travel demand model using the latest available data which includes observed speeds and travel patterns using GPS–based data. He assisted with updating the base year roadway network by identifying attribute data for each link by functional classification, number of lanes, posted speed limit, and others. He coded traffic counts into the model network as well as existing external stations. He also assisted with revising the existing Traffic Analysis Zone's structure based on recent developments and data from the 2020 Census as well as updating the base year socioeconomic data.
05/23 – 05/24	**Mississippi Statewide Travel Demand Model Update 2050:** Brett assisted in the comprehensive update to the MS Statewide travel demand model, including Jackson MPO, GRPC, Hattiesburg MPO and NW MS region, using the latest available data which includes observed speeds and travel patterns using GPS–based data. Assisted with updating the base year roadway network by identifying attribute data for each link by functional classification, number of lanes, posted speed limit, and others. Coded traffic counts into the model network as well as existing external stations. Mr Lavin also assisted with revising the existing Traffic Analysis Zone's structure based on recent developments and data from the 2020 Census as well as updating the base year socioeconomic data.
01/23 – 06/23	**Louisiana 2055 Long–Range Transportation Plan:** Brett assisted in the comprehensive update to the LA travel demand model using the latest available data which includes observed speeds and travel patterns using GPS–based data. He assisted with updating the base year roadway network by identifying attribute data for each link by functional classification, number of lanes, posted speed limit, and others. Coded traffic counts into the model network as well as existing external stations. Mr Lavin also assisted with revising the existing Traffic Analysis Zone's structure based on recent developments and data from the 2020 Census
02/22 – 02/23	**Memphis MPO 2050 Regional Transportation Plan:** Brett assisted with the development of the Regional Transportation Plan, which was conducted according to the Infrastructure Investment and Jobs Act (IIJA) requirements; focusing on the development of the Revenue Projections and Forecast Methodology for the Financial plan, funding for safety planning, as well as the development of the base year demographic and socioeconomic data. He also helped develop GIS Story Maps presented to the MPO to inform the public on project development.
10/18 – 03/21	**2045 Mississippi Unified Long–Range Transportation Infrastructure Plan (MULTIPLAN):** Brett assisted with the development of the three Metropolitan Transportation Plans (Jackson, Gulf Coast, and Hattiesburg). This plan was conducted according to the FAST Act requirements with an emphasis on performance management and a multimodal approach. Brett contributed to the development of the environmental analysis and mitigation element for all three plan developments, assisted in model development, collecting and analyzing demographic and socioeconomic data, as well as GIS Story Map creation using crash data for safety maps for each MPO.
02/20 – 12/20	**Pine Bluff Area Transportation Study 2045 Metropolitan Transportation Plan:** Brett assisted with the development of the long–range transportation plan. This plan was conducted according to the FAST Act requirements with emphasis on performance management and a multimodal approach. He assisted with model development, collecting and analyzing demographic and socioeconomic data, as well as GIS Story Map creation using crash data for safety maps for the MPO. He is also responsible for the development of the environmental analysis and mitigation element, with an emphasis on environmental justice, and data collection.
06/19 – 06/20	**Houma (LA) 2045 Metropolitan Transportation Plan:** Brett assisted in the development of the base year demographic and socioeconomic data. He also assisted with model development, environmental mitigation, and environmental justice analysis. He was responsible for the development of the GIS Story Maps using crash data for safety maps presented to the MPO.
02/19 – 10/19	**Auburn–Opelika 2045 Long–Range Transportation Plan:** Brett assisted with the development of the Long–Range Transportation Plan. This plan was conducted according to the FAST Act requirements with emphasis on performance management and a multimodal approach. It also incorporated identification of short–term projects, including non–capacity projects. He assisted in geocoding the demographic data and compiling results into an excel spreadsheet for analysis.

13. RÉSUMÉS

Name	**Siam Junaed, EI**	Years of relevant experience with this employer	0
Title	Engineer Intern	Years of relevant experience with other employer(s)	1

Degree(s) / Years / Specialization			MS / 2025 / Engineering; BS / 2022 / Civil Engineering
Active registration number / state / expiration date			EIT No. Pending
Year registered	N/A	Discipline	N/A
Contract role(s) / brief description of responsibilities			Data for Model Estimation, Geographic Layer Inputs, External Trips

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
Career History	Mr. Junaed joined Neel–Schaffer in 2025 in the Lafayette (LA) office, working on local and regional travel demand models in Alabama and Louisiana. He serves as the task lead for the development of roadway networks for travel demand models. In addition, he assists with trip generation development and the preparation of the master network. Prior to joining NS, Siam worked on state–funded projects in collaboration with Louisiana Transportation Research Center (LTRC). He has also worked with state and national level transportation databases, including the Fatality Analysis Reporting System (FARS), Regional Integrated Transportation Information System (RITIS), and Louisiana Department of Transportation (DOTD) Crash Database. He has authored eight peer–reviewed publications and has presented multiple research papers at the Transportation Research Board (TRB) Annual Meetings. He also serves as a peer reviewer for TRB.
10/25 – Present	**AL Statewide Transportation Plan Update, State of Alabama:** Planner. Siam assisted with development of the master roadway network for the statewide travel demand model and assisted with development of the trip generation element.
07/25 – 07/25	**MDOT LRTP Update 2050, State of Mississippi:** Planner. Siam assisted in reviewing existing plans for each of the urbanized areas within the state and conducted project scoring for the urbanized areas as part of the project prioritization process.
11/25 – 11/25	**Asbury Church Traffic Study, Lafayette, LA:** Traffic Analyst. Siam assisted in conducting the traffic impact study. He analyzed the impacts of proposed developments on nearby roadways using HCS. Siam also conducted turn lane analyses and contributed to drafting the final project report.
09/25 – 11/25	**Jackson TN Safety Action Plan:** Traffic Analyst. The Jackson TN Safety Action Plan was awarded through the SS4A grant program. Siam contributed to the project by conducting crash analyses, identifying high–injury segments and intersections, and assisting in the development of High Injury Network maps. He supported the recommendation of targeted safety improvements and helped prepare prioritized lists of safety projects along with cost estimates. Additionally, Siam assisted in drafting project reports to support the planning and implementation process.
06/25 – 09/25	**SS4A Pedestrian Safety Planning Study, Horn Lake, MS:** Traffic Analyst. Siam conducted crash history analyses to identify historical crash trends for fatal and serious injury pedestrian crashes in the Horn Lake, MS, area. Siam assisted in developing High Injury Network maps and recommending targeted safety improvements based on identified high–risk segments and intersections. Siam also contributed to drafting the final project report.
08/25 – 08/25	**SS4A Safety Action Plan, Eupora, MS:** Traffic Analyst. Siam analyzed crash history to determine historical crash trends for fatal and serious injury crashes in the Eupora, MS area. Siam supported the development of High Injury Network maps, recommended targeted safety improvements, and helped prepare prioritized lists of safety projects with cost estimates. Siam also reviewed existing pedestrian infrastructure and proposed enhancements, contributing to the final project report.
08/25 – 08/25	**SS4A Safety Action Plan, Laurel, MS:** Traffic Analyst. Siam conducted crash history analysis to identify locations with a high number of fatal and serious injury crashes in the Laurel, MS, area. Siam assisted in developing High Injury Network maps, recommending safety improvements, and preparing prioritized safety project lists with cost estimates. Siam also contributed to drafting the final project report.

Siam Junaed Continued	
08/25 – 08/25	**SS4A Safety Action Plan, Meridian, MS:** Traffic Analyst. Siam analyzed crash history to identify historical crash trends and high–injury locations in the Meridian, MS area. Siam supported the development of High Injury Network maps, recommended targeted safety improvements, and assisted in preparing prioritized safety project lists with cost estimates. Siam also contributed to drafting the final project report.
03/26 – Present	**Northwest Louisiana MPO MTP:** Planner. Siam assisted with development of future-year socioeconomic forecasts (population, employment, and households) at the traffic analysis zone level to support travel demand modeling.
02/26 – Present	**2050 Long Range Transportation Plan – SWAMPO:** Planner. Siam assisted with safety, security, freight, and roadway and bridge condition analyses and prepared draft sections for the State of the Current Systems report. He also assisted with development of the Needs Assessment report. He analyzed performance metrics to prepare the Transportation Performance Management (TPM) report.
03/26 – 03/26	**Baton Rouge MPO Metropolitan Transportation Plan:** Planner. Siam assisted with roadway and bridge condition and security analyses and preparation of draft sections for the State of the Current Systems report.
02/26 – 02/26	**Slidell Mobility Master Plan:** Planner**.** Siam assisted with safety, security, freight, and roadway and bridge condition analyses and prepared draft report draft sections for the State of the Current Systems report.

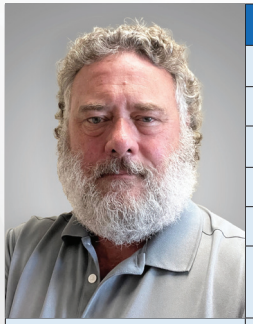
13. RÉSUMÉS

Name	**Mahak Gupta**	Years of relevant experience with this employer	1
Title	Transportation Planner	Years of relevant experience with other employer(s)	0

Degree(s) / Years / Specialization	MS / 2024 / City and Regional Planning, Transportation; MS–GIST / 2024; B.Arch / 2020 / Architecture
Active registration number / state / expiration date	N/A
Year registered: N/A — Discipline	N/A
Contract role(s) / brief description of responsibilities	Demographic Data

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
Career History	Mahak Gupta is a Transportation Planner at Neel–Schaffer based in the Birmingham office. She joined the firm in June 2025 after completing her dual master’s degrees in City and Regional Planning and Geographic Information Science & Technology at Georgia Institute of Technology. Prior to joining Neel–Schaffer, Mahak accumulated significant experience through academic research and internships, contributing to high–profile transportation and urban design projects and safety initiatives. Mahak specializes in transportation planning, geospatial analysis, and safety assessments. Her work focused on applying GIS tools, data analytics, and technical writing to support impactful, data–informed planning solutions.
09/25 – Present	**Baton Rouge MPO MTP 2050:** Mahak led the review and synthesis of existing transportation plans, policies, and studies for the Baton Rouge MPO 2050 Metropolitan Transportation Plan. She evaluated current goals, performance measures, and project priorities to identify gaps, alignment opportunities, and areas for modernization. Mahak also prepared summary documents outlining key findings from the plan reviews, supporting the development of updated regional strategies and long–term transportation recommendations.
10/23 – 12/25	**MULTIPLAN – MDOT LRTP Update 2050:** Mahak supported the development of the MDOT Long–Range Transportation Plan (LRTP) Update 2050 by contributing to report writing, and documentation of statewide multimodal transportation needs. Mahak synthesized demographic, socioeconomic, and system performance data into clear narrative sections and visuals for the final report. Mahak also coordinated with team members to ensure consistency across chapters and helped prepare deliverables summarizing long–term investment priorities and recommendations.
09/25 – Present	**Safety Action Plan, Jackson, TN:** Mahak contributed to the development of the Jackson, TN, Safety Action Plan by assisting with data organization, report drafting, and synthesis of technical findings into the main report. Mahak helped translate crash analysis results, community input, and network assessment findings into clear and actionable narrative sections. Mahak also supported the creation of graphics and tables.
03/25 – Present	**Lincoln Parish Transportation Plan, Lincoln Parish, LA:** Mahak conducted a latent demand analysis to identify areas within Lincoln Parish with potential for increased bicycle and pedestrian activity based on land use, demographics, and existing active transportation networks. Mahak also performed a detailed crash analysis to assess historical crash patterns and safety concerns for pedestrians and cyclists across the parish. Mahak developed supporting GIS maps, including multimodal demand hot spots and crash trend visualizations, and contributed to drafting the final report by summarizing key findings and recommendations.
11/25 – Present	**Southeast Wiregrass MPO 2050 LRTP:** Mahak conducted a community profile and existing conditions analysis to support the development of the Long-Range Transportation Plan. Mahak also performed a review of existing plans and studies, synthesizing key goals, policies, and recommendations to inform the plan’s strategic direction and ensure alignment with regional priorities

Mahak Gupta Continued	
06/25 – Present	**AL Statewide Transportation Plan Update:** Mahak supported the development of the Alabama Statewide Transportation Plan Update by assisting with survey design and analysis. Mahak contributed to structuring survey questions to capture public input on transportation needs and priorities and analyzed survey responses to identify key trends and insights. Mahak also helped summarize findings to support data-driven recommendations for the statewide plan.
09/25 – Present	**Northwest Louisiana MPO MTP 2050:** Mahak led the review and synthesis of existing transportation plans, policies, and studies for both the Baton Rouge and Northwest Louisiana MPO 2050 Metropolitan Transportation Plans. Mahak evaluated current goals, performance measures, and project priorities to identify gaps, alignment opportunities, and areas for modernization. Mahak also prepared summary documents outlining key findings from the plan reviews, supporting the development of updated regional strategies and long-term transportation recommendations. Mahak also contributed to the community profile and existing conditions analysis to help assess future transportation needs across the study areas. Mahak also supported the development of survey design and analysis.



13. RÉSUMÉS

Name	**Eric Nielsen**	Years of relevant experience with this employer	4
Title	Transportation Planner	Years of relevant experience with other employer(s)	8

Degree(s) / Years / Specialization	BA / 2011 / Environmental Studies; AAS, / 2009 / GIS; AS / 2009 / Geography
Active registration number / state / expiration date	N/A
Year registered N/A Discipline	N/A
Contract role(s) / brief description of responsibilities	Demographic Data

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
Career History	Mr. Nielsen joined Neel-Schaffer, Inc. in 2022 as a Transportation Planner, bringing eight years of experience to the team. His responsibilities include GIS analysis, technical writing, and public engagement. He is actively involved in public outreach efforts, preparing outreach summaries, socioeconomic data analyses, public transit evaluations, and future recommendations. Additionally, he performs GIS mapping, environmental impact assessments, and employment trend analyses to support transportation planning initiatives.
01/24 – 07/24	**Opelousas (LA) Long Range Transportation Plan:** As a Planner, Mr. Nielsen was involved with forecasting the future transportation needs for the City of Opelousas. He is assisting in the analysis of socioeconomic Data and forecasting the future population and job growth. He also worked on GIS portions of the data to accurately display transportation needs, land use, bike/ped infrastructure, road/bridge conditions, and safety crash data.
03/19 – 11/19	**Auburn–Opelika 2045 Long Range Transportation Plan, Alabama:** As a Planner, Mr. Nielsen is involved with the development of a transit plan for the Auburn–Opelika and Phenix City transit services. He is assisting with the development of recommendations to improve local transit services and with developing public outreach summary data.
12/24 – 04/25	**Louisiana 2055 Long Range Transportation Plan:** As a Planner, Mr. Nielsen assisted with the statewide analysis of educational resources and employment data including the forecasting and analysis of socioeconomic data, strategic visioning, and ArcGIS mapping. He also worked on data pulling to organize the written report sections.
09/22 – 01/24	**Clarksville MTP 2045 Metropolitan Transportation Plan (TN/KY):** As a Planner, Mr. Nielsen assisted in the development of the long–range transportation plan that utilized a performance–based approach to address the region’s multimodal needs and meet the (IIJA) requirements, with an emphasis on social economic data development and development of the public outreach survey.
06/21 – 12/24	**Memphis (TN) 2050 Long Range Transportation Plan:** As a Planner, Mr. Nielsen assisted with the development of project prioritization scores and public outreach summary data.
10/23 – Present	**MDOT 2050 Statewide and MPO TDM Updates:** As a Planner, Mr. Nielsen assisted with updating the Mississippi statewide data by organizing the data sources and forecasting the growth of the population and employment throughout all counties. He also worked on GIS portions of the data to accurately display employment data.
07/23 – 01/24	**Amite City (LA) Long-Range Transportation Plan:** As a Planner, Mr. Nielsen was involved with forecasting the future transportation needs for the Town of Amite City. He assisted in the analysis of socioeconomic data and forecasting the future population and job growth. He also worked on GIS portions of the data to accurately display transportation needs, Land use, bike/ped infrastructure, road/bridge conditions, and safety crash data.

PROJECTS BY NEEL-SCHAFFER IN THE NORPC AREA:

New Orleans Regional Planning Commission
Stage 0 Feasibility Study, LA 49, (Williams Blvd.) US 61 (Airline Highway) to I-10
Stage 0 Feasibility Study, US 190, LA 433 to US 11, Interim Capacity / Widening Improvements
I-10 New Orleans Master Plan, Port Access Improvements, Traffic Analysis & Stage 0 Report
US 190, LA 21, LA 36 to LA 25, Traffic Analysis Supporting Environmental Assessment *Sub*
St. Tammany Parish
Mandeville Bypass, Traffic Forecast & Analysis, Environmental, & Design *Sub*
Roundabout Stage 0 Study, LA 433 at Carol Road
Stage 0 Feasibility Study, US 190, Gause Blvd. East, I-10 to Military Road
Resiliency Study, North of I-12, Transportation Elements for Growth Areas
Emerald Forrest Blvd Extension, US 190 to LA 59, Traffic Forecast & Analysis,
Brownswitch Road Widening, US 11 to Robert Road, Preliminary Engineering
City of Mandeville
Safety Studies throughout the City of Mandevile
Stage 0 Report, US 190 (Florida Street) East Causeway Blvd to Little Bayou Castine

Louisiana Department of Transportation and Development
LA 1088 Traffic Analysis, LA 59 to I-12
US 190 Traffic Analysis supporting U-turn Geometry, I-12 to Business 190
LA 22 Traffic Analysis, Dalwill Drive to Roger Storm Road, Mandeville LA
Initial Florida Expressway Environmental Assessments, Traffic Studies *Sub*
LA 3234 Stage 0 Feasibility Study, CNIC RR to Hammond Airport, Hammond LA
LA 21 Stage 0 Report, St. John Street to LA 22, Madisonville, LA
US 90 Pearl River Bridges Environmental Assessment
District 62 Signal Timing Task Order
LA 10 Safety Study, Bogalusa, LA
Airline Hwy Signal Timing Study, New Orleans, LA
Airline Hwy. Signal Design Contract, New Orleans, LA
US 51 Corridor Study, Ponchatoula, LA
US 51 Corridor Study, Hammond, LA
US 11 Signal Timing Study, Slidell, LA
City of Slidell
Slidell Mobility Master Plan including Detailed St. Tammany Parish Travel Demand Model

Section 14 | **Projects**

TRAVEL DEMAND MODEL SYFS 2026 & 2027

RPC Task TDM26; FY–26 UPWP

S.P. No. H.972627

14. RELEVANT EXPERIENCE

Project name	**Update Louisiana Statewide Transportation Plan and Statewide Travel Demand Model**	Firm responsibility (prime or sub?)	Sub
Project number	Contract No. 4400021094	Owner's name	LADOTD
Project location	Statewide Louisiana	Owner's Project Manager	Sarah Moss, P.E.
Owner's address, phone, email	1201 Capitol Access Rd., Baton Rouge, LA 70804, 225-379-1727, sarah.moss@la.gov		
Services commenced by this firm (mm/yy)	11/22	Total consultant contract cost ($1,000's)	N/A
Services completed by this firm (mm/yy)	9/25	Cost of consultant services provided by this firm ($1,000's)	$641

Describe the project including the firm's role and members involved. (Highlight members to be used in this proposal.)

NSI led the update of the Louisiana Statewide Travel Demand Model (LASTM) in support of the Louisiana Statewide Transportation Plan, providing LADOTD with a modern, data-driven tool to support long-range planning and investment decision-making. The updated model includes a 2021 base year and produces forecasts for 2030, 2040, 2050, and 2055, capturing passenger, freight, and non-freight truck travel across the entire state.

The effort integrated multiple data sources, including American Community Survey (ACS) data, StreetLight origin-destination data, WAZE speed data, and TRANSEARCH freight data, to enhance model accuracy and responsiveness to economic and demographic change. The passenger model was updated to include both short-distance and long-distance travel components, while the freight model was re-developed to be economically sensitive, using commodity-based production, attraction, distribution, and mode choice modeling. A separate non-freight truck model was also developed to account for service and maintenance vehicle activity.

The model was fully calibrated and validated against observed traffic counts, screenlines, vehicle miles traveled (VMT), and functional class performance. In addition, Neel-Schaffer updated and integrated benefit-cost and air quality post-processing tools, enabling LADOTD to evaluate project-level economic impacts and emissions outcomes consistent with federal guidance. The resulting statewide model provides a robust platform for evaluating future transportation needs, prioritizing investments, supporting corridor and freight studies, and informing statewide and regional planning efforts.

Staff Members: Vijay Kunada, Ting Yi, Nicholas Broussard, Brett Lavin, Cedric Hyman, Chuck LeBoeuf, and Eric Neilson

14. RELEVANT EXPERIENCE

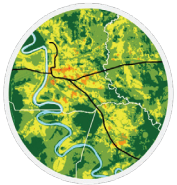
Project name	**MOVE 2046: Metropolitan Transportation Plan**	Firm responsibility (prime or sub?)	Prime
Project number	N/A	Owner's name	Capital Regional Planning Commission
Project location	Baton Rouge, LA Metro Area	Owner's Project Manager	Sooraz Patro
Owner's address, phone, email	14734 S Harrell, S Harrells Ferry Rd Ste B, Baton Rouge, LA 70816 | 225-383-5203 | spatro@crpcla.org		
Services commenced by this firm (mm/yy)	10/20	Total consultant contract cost ($1,000's)	$560
Services completed by this firm (mm/yy)	03/22	Cost of consultant services provided by this firm ($1,000's)	$383

Describe the project including the firm's role and members involved. (Highlight members to be used in this proposal.)

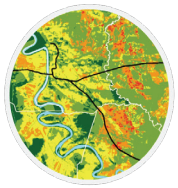
NSI was selected to develop MOVE 2046, the Metropolitan Transportation Plan (MTP) for the Baton Rouge (LA) metropolitan area, in coordination with the Capital Region Planning Commission (CRPC). NSI also developed a new, state-of-the-art, tour-based regional travel demand model using the latest household travel survey results and emerging big data sources to better reflect local travel behavior. The effort included updates to TAZs, highway and transit networks, land use allocation modeling, and scenario-based planning to evaluate alternative growth and investment strategies.

NSI led an extensive public and stakeholder engagement process—featuring scenario planning activities—that resulted in the highest levels of public participation in the MPO's history. The team developed the region's Congestion Management Process, conducted detailed multimodal safety and performance analyses, evaluated corridor and intersection concepts, and ensured compliance with FAST Act requirements. NSI also completed air quality conformity for the adopted plan.

Example Growth Scenarios



Suburban
Outlying suburban areas are most attractive



Urban
Urban core and town centers are most attractive

Staff Members: Vijay Kunada, Nicholas Broussard, Ting Yi, Santosh Andem, Chuck LeBoeuf, and Brett Lavin.

14. RELEVANT EXPERIENCE

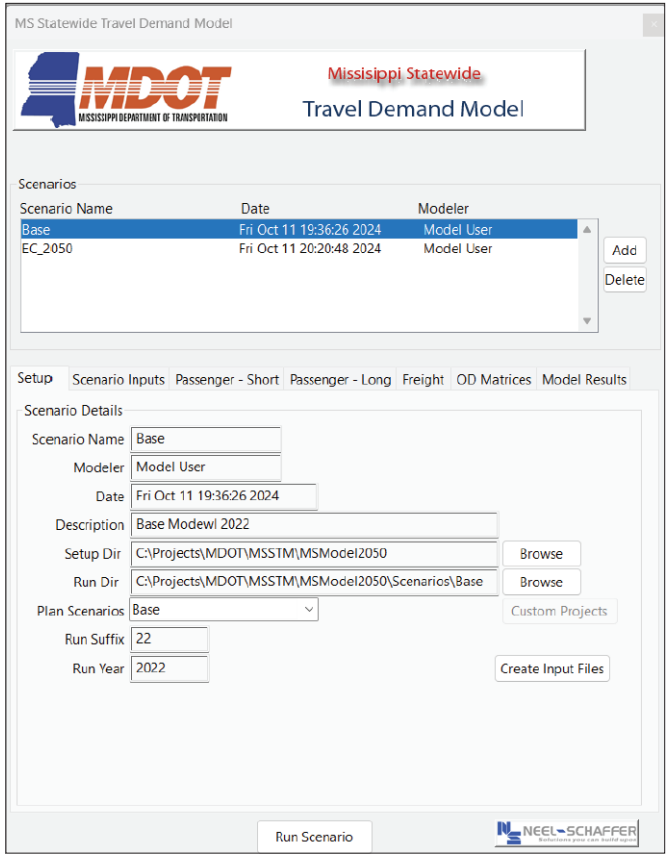
Project name	**Travel Demand Models for MULTIPLAN 2050 Long Range Transportation Plan**	Firm responsibility (prime or sub?)	Prime
Project number	SPR-1(129) / 109278-115000	Owner's name	Mississippi Department of Transportation
Project location	Statewide and MPO Areas, MS	Owner's Project Manager	Sammy Holcomb
Owner's address, phone, email	401 N West St, Jackson, Mississippi 39201 | 601.249.5282 | sholcomb@mdot.ms.gov		
Services commenced by this firm (mm/yy)	05/23	Total consultant contract cost ($1,000's)	$996
Services completed by this firm (mm/yy)	12/24	Cost of consultant services provided by this firm ($1,000's)	$996

Describe the project including the firm's role and members involved. (Highlight members to be used in this proposal.)

NSI led the update of the statewide, northwest MS (including Desoto and Marshall counties) and the update of the travel demand models for three MPOs in the state.

Apart from typical modeling tasks, this comprehensive model updates considered Big Data sources such as observed speed data and Origin/Destination data to calibrate and validate model components to year 2022 conditions. Freight model update considered the latest Fright Analysis Framework dataset. Socioeconomic data was forecasted to year 2050 with stakeholder input and a 2050 horizon yar model was also developed. A user-friendly model interface was also developed for each model to allow the end user to conduct modeling tasks (time-of-day, select link/zone analysis, custom project list modeling, maps etc.) with ease.

Staff Members: Vijay Kunada, Ting Yi, Nicholas Broussard, Brett Lavin, and Cedric Hyman



14. RELEVANT EXPERIENCE

Project name	**Houma–Thibodaux 2050 Metropolitan Transportation Plan – Destination 2050**	Firm responsibility (prime or sub?)	Prime
Project number	N/A	Owner's name	South Central Planning and Development Commission
Project location	Houma–Thibodaux, LA Metro Area	Owner's Project Manager	Joshua Manning
Owner's address, phone, email	5058 W Main St, Houma, LA 70360 | 985–851–2900 | josh@scpdc.org		
Services commenced by this firm (mm/yy)	05/24	Total consultant contract cost ($1,000's)	$522
Services completed by this firm (mm/yy)	05/25	Cost of consultant services provided by this firm ($1,000's)	$477

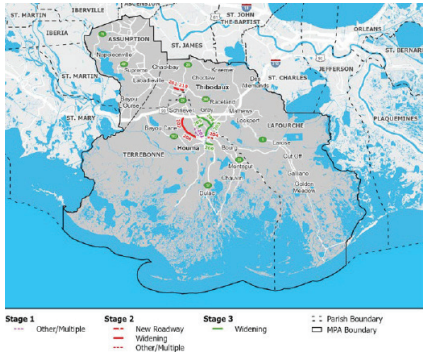
Describe the project including the firm's role and members involved. (Highlight members to be used in this proposal.)

Destination 2050 is a four-parish Metropolitan Transportation Plan update for the Houma–Thibodaux region that emphasizes performance-based planning, a multimodal approach, and stronger integration of freight and transit investments. The plan incorporates a Delphi Committee process to help establish a shared regional vision grounded in technical analysis and public input.

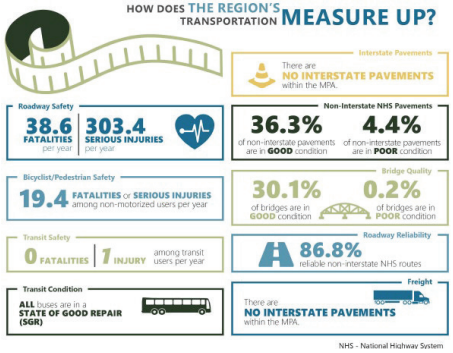
The region's Travel Demand Model (TDM) was updated with new base-year socioeconomic data, enhanced calibration and validation using Replica location-based survey data and NPMRDS observed speed data, and refinements to better support scenario testing. Neel-Schaffer also developed forecast socioeconomic data and conducted analyses of existing and future transportation conditions, including safety, congestion, and transit needs.

The team led community outreach, incorporated the MPO's transportation performance management data, and developed performance scorecards to track progress toward regional targets. In coordination with the MPO and Delphi Committee, Neel-Schaffer developed project prioritization criteria, conducted model runs for test projects, and prepared a staged improvement program consistent with IIJA requirements.

STAGED PROGRAM



SYSTEM PERFORMANCE SNAPSHOT



Staff Members: Vijay Kunada, Nicholas Broussard, Ting Yi, Chuck LeBoeuf, Cedric Hyman, Brett Lavin, and Eric Nielson.

14. RELEVANT EXPERIENCE

Project name	**Slidell Mobility Master Plan (MMP)**	Firm responsibility (prime or sub?)	Prime
Project number	N/A	Owner's name	City of Slidell
Project location	Slidell, LA	Owner's Project Manager	Daniel McElmurray
Owner's address, phone, email	2055 Second Street, Slidell, LA 70458 | 985.646.4301 | dmcelmurray@cityofslidell.org		
Services commenced by this firm (mm/yy)	08/25	Total consultant contract cost ($1,000's)	$1,200
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm ($1,000's)	$657

Describe the project including the firm's role and members involved. (Highlight members to be used in this proposal.)

NSI is developing a comprehensive Mobility Master Plan (MMP) for the City of Slidell to evaluate existing transportation systems, identify gaps, and create innovative, sustainable solutions for all modes of travel. The plan considers how residents and visitors move throughout the city—whether by car, walking, bicycling, or even by golf carts—and is designed to reduce congestion and emissions, guide future growth, and enhance overall quality of life.

The effort is funded through a $1.2 million federal grant awarded under the Reconnecting Communities Pilot Program. The Mobility Master Plan imagines how transportation can better support Slidell's long-term growth, redevelopment goals, and neighborhood connectivity while addressing longstanding mobility challenges. The planning process integrates safety, accessibility, transportation system performance, and maintenance needs to support a more livable and connected community.

A multidisciplinary consultant team is developing the plan, evaluating current transportation conditions, identifying system gaps, and recommending practical, forward-looking strategies to improve multimodal safety and connectivity citywide. Community engagement will ensure that community priorities and local knowledge directly inform the vision, goals, and recommendations of the plan. A subarea travel demand model is being developed from the New Orleans Regional Travel Demand Model to evaluate transportation needs within the study area. This modeling effort includes an updated base year network and socioeconomic data, validation against observed travel patterns, and future year forecasts extending to 2050. Multiple scenarios will be analyzed to identify future transportation deficiencies and to inform data driven, multimodal investment strategies.

Staff Members: Vijay Kunada, Ellen Soll, Ting Yi, Cedric Hyman, Natalie Flores-Esquivel, Eric Neilson, Mahak Gupta

14. RELEVANT EXPERIENCE

Project name	**Memphis (TN/MS) 2050 Regional Transportation Plan**	Firm responsibility (prime or sub?)	Prime
Project number	N/A	Owner's name	City of Memphis
Project location	Memphis, TN Metro Area	Owner's Project Manager	Pragati Srivastava, AICP
Owner's address, phone, email	125 North Main St., Suite 450, Memphis, TN 38103 | 901.636.7190 | pragati.srivastava@memphistn.gov		
Services commenced by this firm (mm/yy)	09/19	Total consultant contract cost ($1,000's)	$496
Services completed by this firm (mm/yy)	09/20	Cost of consultant services provided by this firm ($1,000's)	$374

Describe the project including the firm's role and members involved. (Highlight members to be used in this proposal.)

This bi–state plan involved performance based planning with demonstration, freight planning, complete street concepts, higher emphasis on safety and coordination with state departments of transportation.

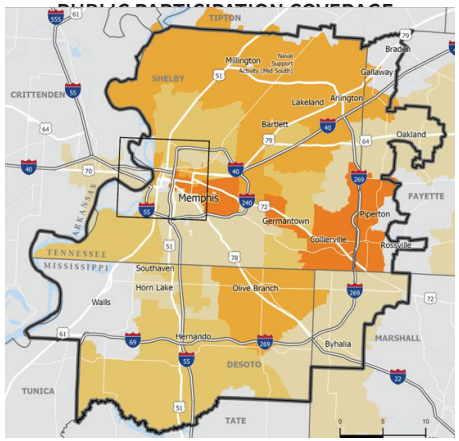
NSI worked with the Memphis Urbanized Area MPO of the mid–south region to update its Regional Transportation Plan (RTP). In addition to ensuring federal compliance and extensive public outreach, the Neel–Schaffer team developed several new items in this effort including:

- Planning for Performance Tool to analyze funding levels vs. performance
- Update of MPO Travel Demand Model to Year 2050
- Complete Street concepts to promote accessibility along with mobility
- Detailed safety analysis and intersection concepts to address identified crash patterns
- Equity and Resiliency Analysis
- Estimation of future performance of the proposed plan

The financial plan and staged improvement plan was based on extensive coordination with the MPO, the Tennessee Department of Transportation, and the Mississippi Department of Transportation.

Staff Members: Vijay Kunada, Nicholas Broussard, Ting Yi, Brett Lavin, and Cedric Hyman.

PUBLIC PARTICIPATION COVERAGE



TRANSPORTATION SYSTEM PRIORITIES

14. RELEVANT EXPERIENCE

Project name	**Lafayette 2050 Metropolitan Transportation Plan**	Firm responsibility (prime or sub?)	Prime
Project number	N/A	Owner's name	Acadiana Planning Commission
Project location	Lafayette Urbanized Area, LA	Owner's Project Manager	Sara Gary
Owner's address, phone, email	101 Jefferson St., Suite 201, Lafayette, LA 70501 | 337–806–9378 | sgary@planacadiana.org		
Services commenced by this firm (mm/yy)	01/21	Total consultant contract cost ($1,000's)	$223
Services completed by this firm (mm/yy)	07/22	Cost of consultant services provided by this firm ($1,000's)	$223

Describe the project including the firm's role and members involved. (Highlight members to be used in this proposal.)

NSI partnered with the Acadiana Planning Commission to develop the 2050 Metropolitan Transportation Plan (MTP) for the Lafayette urbanized area. This fiscally constrained plan outlines transportation investments through 2050 to improve mobility, safety, and efficiency.

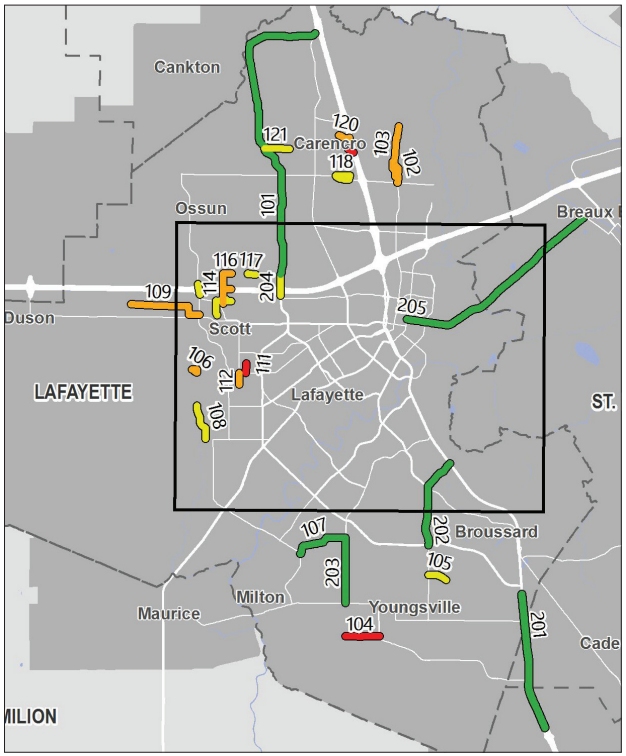
As part of the effort, Neel–Schaffer updated the Lafayette MPO Travel Demand Model (TDM) using a modified four–step approach—trip generation, trip distribution, and trip assignment (mode choice excluded due to limited transit). The 2020 base–year model covered six parishes: Acadia, Iberia, Lafayette, St. Landry, St. Martin, and Vermilion. Socioeconomic data were updated from sources such as ACS, Census, InfoUSA, and QCEW, with external travel data from StreetLight and LADOTD counts.

Key updates included roadway network and TAZ enhancements, revised trip rates, and calibration using gravity modeling and user equilibrium assignment with BPR functions. Validation employed RMSE and Percent Error metrics. Future–year forecasts incorporated socioeconomic projections, external travel, and E+C projects.

Project prioritization ranked roadway capacity improvements using criteria such as congestion reduction, benefit–cost ratio, safety, multimodal benefits, and environmental impact. The staged program allocates $1.24 billion in federal funds across three phases (2022–2030, 2031–2040, 2041–2050) for both capacity and non–capacity projects. The plan aims to reduce delays while maintaining fiscal responsibility and reflecting public input.

Staff Members: Vijay Kunada, Ting Yi, Nicholas Broussard, Brett Lavin, Chuck LeBoeuf, and Santosh Andem.

Potential Projects



14. RELEVANT EXPERIENCE

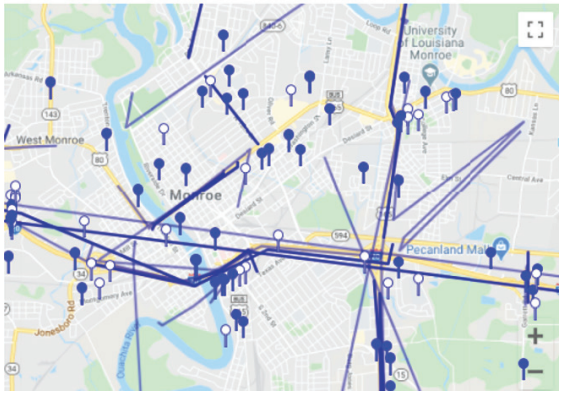
Project name	**Connecting Ouachita 2045: Metropolitan Transportation Plan**	Firm responsibility (prime or sub?)	Prime
Project number	H.972323.1	Owner's name	Ouachita Council of Governments
Project location	Monroe, LA Metro Area	Owner's Project Manager	Doug Mitchell
Owner's address, phone, email	3000 Kilpatrick Blvd., Monroe, LA 71201 | 318–387–2572 | doug@northdelta.org		
Services commenced by this firm (mm/yy)	09/19	Total consultant contract cost ($1,000's)	$496
Services completed by this firm (mm/yy)	09/20	Cost of consultant services provided by this firm ($1,000's)	$374

Describe the project including the firm's role and members involved. (Highlight members to be used in this proposal.)

PublicInput.com

Participants	*Comments*	*Responses*
462	686	4,374

5. Which corridor or intersection is most in need of SAFETY improvements?



NSI updated the Monroe metropolitan area's Metropolitan Transportation Plan, Connecting Ouachita, with an emphasis on maintenance, safety, and improved multimodal transportation options across Ouachita Parish. The effort included updates to the region's travel demand model and development of a transit model using the Federal Highway Administration's STOPS (Simplified Trips-on-Project Software) model to support transit planning and evaluation.

Compared to previous plan updates, the project featured a more robust public and stakeholder engagement process. Neel-Schaffer used PublicInput.com to manage outreach and communications, resulting in strong participation and clear feedback on regional priorities. Engagement results indicated that congestion was not a primary concern; instead, stakeholders emphasized roadway maintenance, safety, and expanded multimodal options. This input aligned with the project's technical needs analysis and informed development of an implementation plan focused on non-capacity strategies, including safety improvements, bicycle and pedestrian projects, and transit expansion initiatives.

Staff Members: Vijay Kunada, Nicholas Broussard, Charles LeBoeuf, Brett Lavin, and Santosh Andem.

14. RELEVANT EXPERIENCE

Project name	**Mobile MPO (AL) 2050 Long Range Transportation Plan**	Firm responsibility (prime or sub?)	Prime
Project number	N/A	Owner's name	Mobile MPO
Project location	Mobile, AL Metro Area	Owner's Project Manager	Tom Piper
Owner's address, phone, email	110 Beauregard St # 207, Mobile, AL 36602 | 251.706.4622 | tpiper@sarpc.org		
Services commenced by this firm (mm/yy)	07/23	Total consultant contract cost ($1,000's)	$250
Services completed by this firm (mm/yy)	12/24	Cost of consultant services provided by this firm ($1,000's)	$233

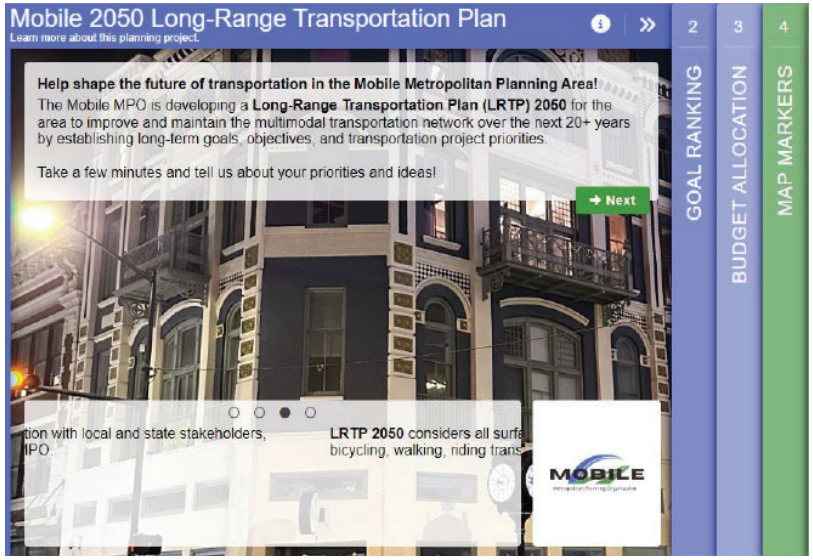
Describe the project including the firm's role and members involved. (Highlight members to be used in this proposal.)

This plan focuses on improving safety, reliability, and multimodal connectivity throughout the Mobile planning area.

NSI worked with the Mobile MPO in Alabama to update their Long Range Transportation Plan (LRTP) and Travel Demand Model to horizon year 2050. In addition to considering all planning factors required by federal legislation, the plan was developed using input from transportation stakeholders and the public.

All modes of transportation throughout the region were evaluated, including roads, bridges, railroads, airports, ports, transit, and bicycle/pedestrian facilities. Anticipated funding was used to develop a staged improvement program for implementation, and a list of strategies was proposed to help the region meet its transportation goals and objectives.

The financial plan and staged improvement program were developed through close coordination with the Mobile MPO and the Alabama Department of Transportation. Neel–Schaffer also prepared project factsheets to summarize each project.



Staff Members: Vijay Kunada, Becky Rogers, Nicholas Broussard, Ting Yi, Brett Lavin, Cedric Hyman, and Eric Nielson.

14. RELEVANT EXPERIENCE

Project name	**I-10 Master Plan / Port Access Improvements**	Firm responsibility (prime or sub?)	Prime
Project number	RPC Project NOI-10MP, State Project No. H.012837	Owner's name	New Orleans (LA) Regional Planning Commission
Project location	New Orleans, LA	Owner's Project Manager	Jason Sappington, AICP
Owner's address, phone, email	10 Veterans Memorial Blvd New Orleans, LA 70124 | 504.483.8507 | jsappington@norpc.org		
Services commenced by this firm (mm/yy)	05/17	Total consultant contract cost ($1,000's)	$280
Services completed by this firm (mm/yy)	08/18	Cost of consultant services provided by this firm ($1,000's)	$280

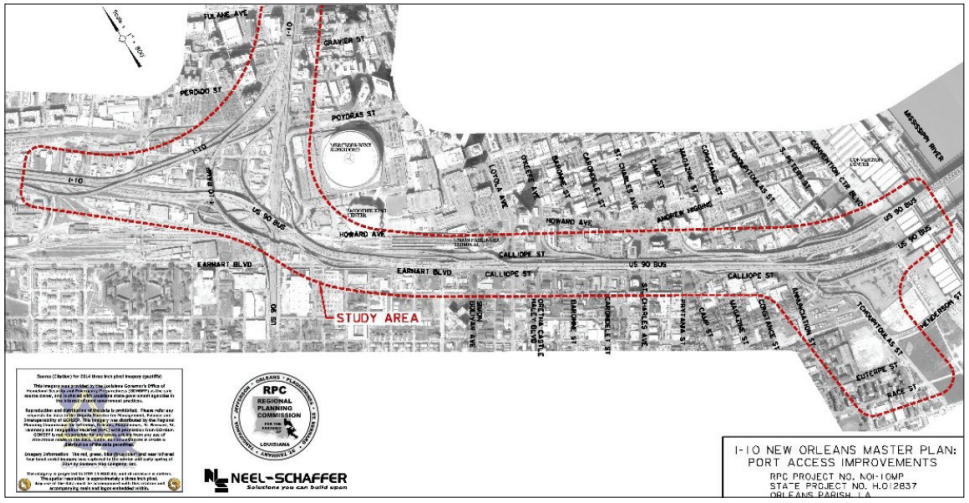
Describe the project including the firm's role and members involved. (Highlight members to be used in this proposal.)

NSI provided documentation of a Purpose and Need, traffic analysis supporting short-, mid- and long-term build concepts, engineering concept drawings with supporting cost estimates, an update of the VISSIM model, and an environmental screening of proposed concepts in support of the I-10 New Orleans Master Plan, Port Access Improvements.

The RPC initiated the project in April 2017. The purpose is to create a plan or a program of projects that mitigates the severe congestion that extends from Interstate 10 at its interchange with the Pontchartrain Expressway (US 90B) to the Crescent City Connection crossing of the Mississippi River, including connecting ramps and roadways. The study focuses on heavy truck movement into and out of the Port of New Orleans upriver intermodal terminal via the Tchoupitoulas/Annunciation Street ramps, and their access to the eastbound and westbound I-10 in the New Orleans CBD.

NSI developed short-term concepts, intended to include low-cost improvements that could be implemented within a five-year window. No ramp structures were considered; nor were projects that widened US 90B or I-10 on structure.

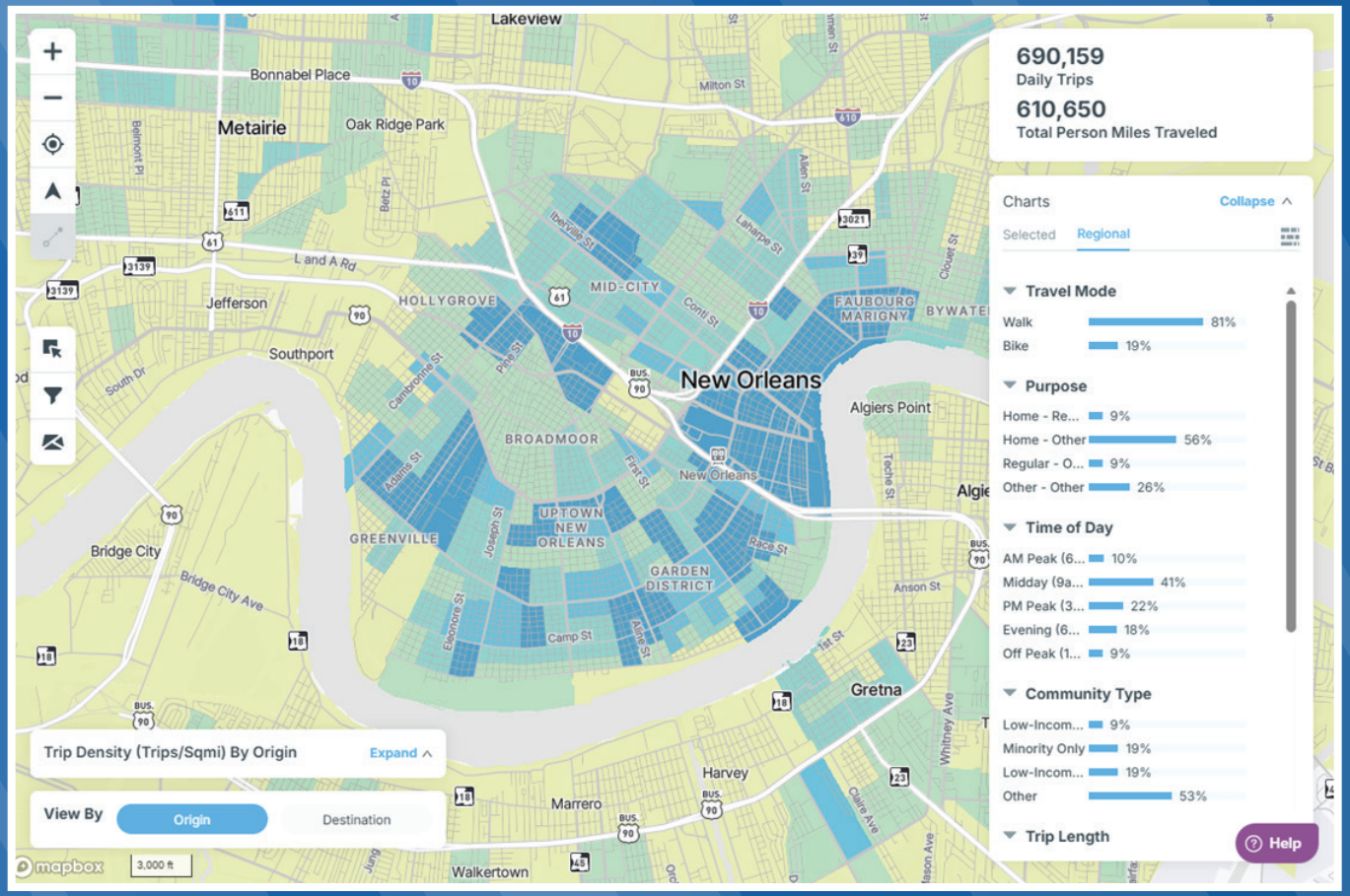
Planning, design and construction of midterm concepts would extend up to 15 years. Midterm concepts considered more cost-intensive projects, including the widening of the US 90B and I-10 on structure at critical locations, as well as ramp structure upgrades. Cost estimates were developed for the proposed improvements, and the improvements were evaluated to test performance as well as the potential for fatal flaws, including constructability. It is expected that midterm improvements would require further analysis within Stage 0 Feasibility Studies and potentially the preparation of Stage 1 Environmental Documents.



The long-term planning concepts focused on providing direct ramp access from the Tchoupitoulas Street corridor upriver of the Crescent City Connection to lake bound US 90B on structure. It is expected that the planning, design and construction for these improvements would extend beyond 15 years and that significant analysis of constructability would be required to confirm the costs and feasibility of concepts considered.

Staff Members: Vijay Kunada, Nick Ferlito, Ellen Howard, Charles Adams, Jonathan Duhe

LOCUS Person Data Showing Bike and Walk Trips (Density) in New Orleans



Section 15 | Additional Info

TRAVEL DEMAND MODEL SYFS 2026 & 2027

RPC Task TDM26; FY–26 UPWP

S.P. No. H.972627

15. ADDITIONAL INFORMATION

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.

Neel–Schaffer's mission is to provide high–quality, cost–effective solutions that reflect responsiveness, innovation, technical excellence, and professional integrity. Through service to the many and diverse communities where our employees live and work, Neel–Schaffer endeavors to improve each area's quality of life.

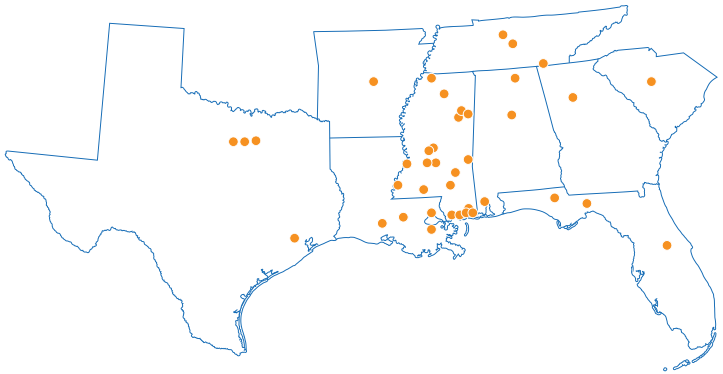
WHO WE ARE

NSI is a multi–disciplined planning and engineering firm committed to serving clients and communities. Headquartered in Jackson, Mississippi, we were founded in 1983 and have grown into one of the largest private, employee–owned engineering firms in the Southeast, with 39 offices across nine states.

Our success is built on sustaining long–term relationships and becoming the preferred engineering and planning partner for communities throughout the region. A key part of this commitment is maintaining a strong local presence. **With four offices in Louisiana**, we provide face–to–face interaction and leverage invaluable local knowledge to deliver solutions tailored to each community.

NSI is passionate about transportation. Over the past 30 years, we have developed more than 65 long–range transportation plans and travel demand models. In the last decade, we've strengthened this expertise by investing in talented professionals skilled in travel demand modeling, emerging technologies, multi–modal planning and public engagement strategies.

NEEL–SCHAFFER OFFICES



Approach by Task (RPC Tasks 1–12)

TASK 1: PROJECT MANAGEMENT

We will initiate the project with a kickoff meeting to confirm project expectations, roles, key decisions (including base-year selection and model boundary expansion), and the task schedule. We will then prepare a **Project Management Plan** that defines communications protocols (monthly progress meetings/calls), a detailed task schedule, deliverable review cycles, and an auditable **QA/QC process** applied to each dataset and model component. Throughout the project we will provide monthly progress reporting and maintain a complete archive of project files and materials used to build the model.

TASK 2: MODEL ARCHITECTURE

Early alignment on model architecture is essential to prevent downstream rework. Under this task we will work with RPC to finalize the SELATRAM v10 structure before development begins, documenting the full set of model components, required datasets, the TransCAD/GISDK implementation approach, and proposed validation criteria. The architecture will explicitly address RPC's requirements for peak-period assignments, multi-class vehicles (passenger and trucks), transit representation, tolling capability, scenario years at 5-year increments, and adaptability to boundary changes. The architecture report will also specify the data acquisition plan (including any purchased datasets and licensing), identify data gaps, and define acceptance criteria for model components at a level adequate to ensure a reliable and fully functional delivery.

TASK 3: AGGREGATION AND/OR PURCHASE OF SURVEYS AND DATA FOR MODEL ESTIMATION

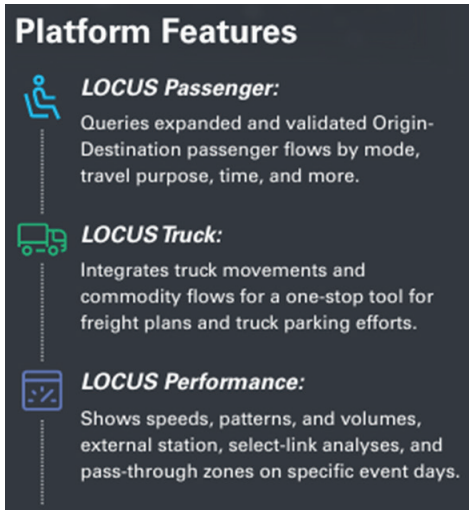
SELATRAM v10 requires a comprehensive and defensible observed-data foundation. RPC's SOW calls for aggregation/purchase of data including transit service and ridership, traffic counts, and any additional demographic datasets needed beyond RPC's TAZ households and employment inputs.

Consistent with model development best practices, we will prioritize traffic count coverage across the full region (facility types and area types) and ensure strong representation at external gateways, including vehicle classifications where available, because external trip calibration is particularly important in Southeast Louisiana. In parallel, we will assemble transit inputs (routes, service attributes, and ridership), and structure all acquired datasets into model-ready formats with documented QA/QC checks and traceable metadata.

15. ADDITIONAL INFORMATION

Where passively collected "ground truth" datasets are used, we will define how each dataset supports model estimation and planning needs and how it will be partitioned for calibration versus validation to reduce overfitting risk.

We propose obtaining LOCUS (Big Data transportation analytics platform by Cambridge Systematics) data which uses validated and expanded sensor data to generate ground-truthed multimodal trip data that are ready for use in planning, operational, and modeling efforts. LOCUS data is built on a national canvas offering a seamless view of travel across state and county lines. This is critical for the SELATRAM study area where trips may cross multiple jurisdictions and states.



Below we list several ways in which LOCUS data will address this data requirement.

- **Accurate Representation of All Travel:** LOCUS data is expanded nationally from a large sample of cell phone and truck telematics data. This allows us to capture the full spectrum of travel made by both residents and visitors: Internal-Internal (I-I), Internal-External (I-E), and through-trips (E-E).
- **Dynamic TAZ Structure:** Because LOCUS data is available for the entire US and recorded at a granular lat/long level, we can aggregate trip tables to any TAZ structure and modified model boundary.
- **External Gateways:** LOCUS has developed algorithms to assign external trip movements to specific gateways or external stations. This allows modelers to correctly account for external trips within the model traffic assignment steps.

TASK 4: DEMOGRAPHIC DATA ESTIMATION AND FORECASTING

RPC requires integration of base, milestone, and horizon-year demographics to support SELATRAM v10. Under this task we will develop a consistent set of TAZ-level demographic and socioeconomic inputs for the base year and all required future scenario years, delivering draft results in Excel for RPC review and final datasets in TransCAD binary format consistent with the interface requirements.

A key deliverable under this task is the inventory of base-year **special generators** and the associated attribute database needed to calculate special-generator productions and attractions. This is particularly important for Southeast Louisiana where ports, intermodal facilities, major employment centers, and other high-impact generators can materially influence travel patterns and truck flows.

TASK 5: GEOGRAPHIC LAYER INPUTS (ROADWAY/TRANSIT/TAZ/SCREENLINES)

SELATRAM v10 requires updated base and forecast networks, a revised TAZ layer (including St. James Parish), and revised screenlines for validation. We will update the roadway network, transit network (route system), and TAZ geography to support the final model structure, ensuring that geographic layers include all attributes needed for assignment and validation, including coding traffic counts on the roadway layer for comparison.

For transit, we will assemble the route system in TransCAD and ensure that the transit representation supports RPC's business requirements for multiple transit services, including fixed-guideway. Where GTFS is available and appropriate, comparable MPO practices demonstrate the value of importing GTFS into a true roadway network to maintain route geometry accuracy, stop connectivity, and schedule fidelity via stop-by-stop schedule files.

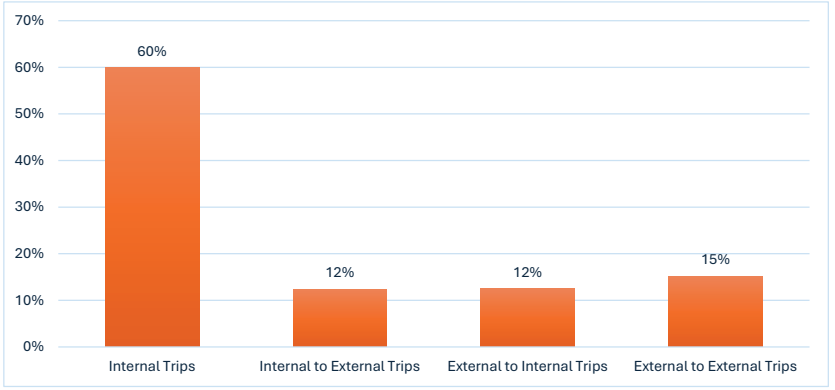
We will also revise screenlines to align with available count data and to capture key regional movements, delivering both a standalone screenline layer and roadway-network attributes to support consistent reporting.

TASK 6: EXTERNAL TRIPS

RPC requires external trip inputs for all required model years and notes that boundary expansion will change some external station locations. We will define the external station system for SELATRAM v10, then develop draft and final external trip tables formatted to the model stream.

This work will be grounded in gateway counts and observed travel data, with explicit handling of Internal–Internal, Internal–External, and through (External–External) movements consistent with the needs of a region that experiences cross-jurisdiction travel.

Figure: External vs Internal Trips using LOCUS (Orange County, NY)

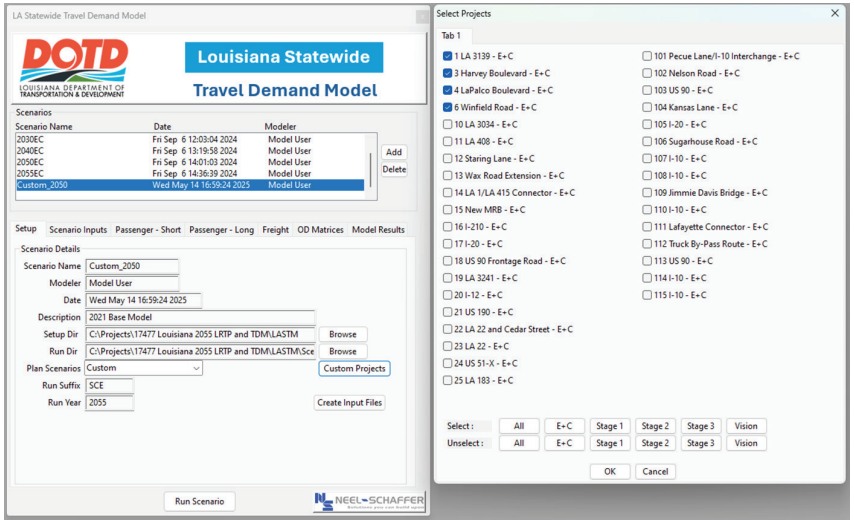


15. ADDITIONAL INFORMATION

TASK 7: MODEL INTERFACE (TRANSCAD/GISDK)

A core RPC requirement is an interface that streamlines and optimizes operations, implements all model components, and improves efficiency through effective file handling and input/output protocols. Our approach is to deliver a TransCAD/GISDK add-in that includes a scenario manager, template scenarios, and a structured run environment that is reproducible and maintainable by RPC staff.

The TransCAD scenario manager concept—automating the run process, managing scenario files, and enabling rapid review of inputs/outputs and prior settings—provides an effective pattern for operational simplicity and auditability. The final interface package will include full source code, commented listings, compilation instructions, and documentation necessary for RPC to operate and modify the model over time.



Our proposed model interface (used by statewide and several MPOs in AL, LA, MS and TN) will allow RPC staff to conduct model runs with ease and minimal user input. Key features include an integrated file manager to organize and track all model scenarios, a one click "run all" function to execute the full model stream, run assignment only option, and a master roadway network framework that enables rapid creation of custom scenarios for any year between the base and horizon years using simple project checkboxes. The interface will also support user defined reports and maps, as well as built in benefit/cost analysis, select link and sub area analysis tools to facilitate corridor level and focused planning studies.

TASK 8: MODEL ESTIMATION AND DEVELOPMENT

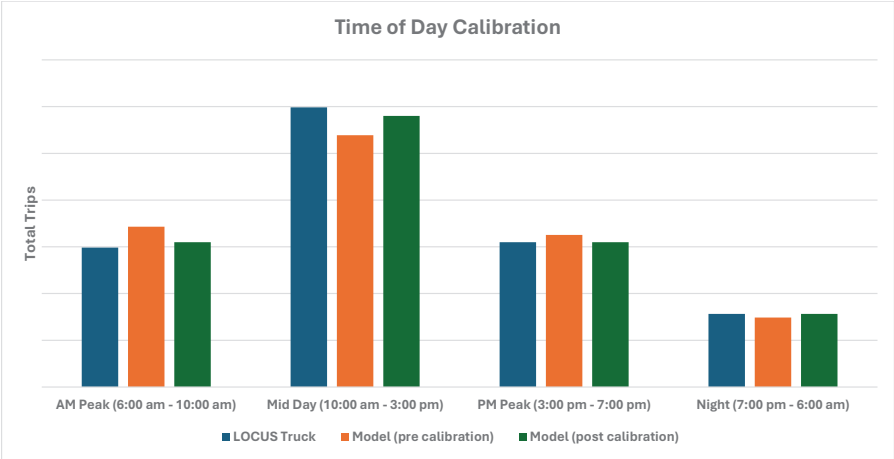
This task implements the model components defined in the architecture, calibrating each component to agreed targets. Model development best practices emphasize that the model structure must provide sensitivity needed for the agency's intended uses, and that calibration should rely on high-quality observed sources such as household surveys where available and passively collected datasets where surveys are not current or sufficient.

For SELATRAM v10, this means updating model parameters and inputs to reflect current conditions while preserving the strengths of the existing SELATRAM framework (including the feedback loop and accessibility/skims approach). The development will also address RPC's requirements for truck representation (including the need for some validation to classification counts), port-related truck activity, visitor trips, transit forecasting, and tolling capability.

LOCUS data provides the appropriate metrics, such as travel mode, trip length, time-of-day distributions, and trip purpose breakdowns for the model update.

- **Model Estimation:** We provide the "ground truth" observed data required to inform underlying mathematical formulations. A good example of this is in Orange County, NY, where CS and LOCUS pioneered a novel, big-data-driven travel demand model. By estimating trip production and attraction rates (using LOCUS trip tables) as a function of socio-economic and land-use data, we avoided having to collect new survey data.
- **Calibration:** LOCUS data allows for the fine-tuning of model parameters to ensure they reflect current local conditions. Leading agencies, such as the Maricopa Association of Governments (MAG) and the New York Metropolitan Transportation Commission (NYMTC), have successfully utilized high-fidelity person and truck data from LOCUS to calibrate their regional models.

Time of Day Calibration for MAG Truck Model



15. ADDITIONAL INFORMATION

TASK 9: MODEL VALIDATION

RPC requires establishment of validation criteria based on published standards (FHWA/FTA, NCHRP 716, TMIP guidance) and delivery of draft and final validation reports. We will validate the model against observed traffic counts (including by functional class and key movements), revised screenlines, external stations, and transit ridership where available. Best practice also recommends independent benchmarking of network performance using third-party speed/volume sources (RITIS/InRix) where feasible.

TASK 10: TRAINING

RPC requires in-person training at the RPC office with hands-on instruction for 2–4 staff members and up to five TransCAD training keys during training. We will deliver training through two focused sessions: (1) model overview and use cases; and (2) scenario setup, model operation, and interpretation of outputs using the interface.

TASK 11: MODEL DOCUMENTATION

We will produce complete model documentation covering data sources, estimation procedures, validation results, and model operations, delivering draft and final reports in MS Word and updating documentation based on training feedback. This will include a finalized SELATRAM Model User's Guide aligned to the delivered interface and scenario workflows.

TASK 12: MODEL SUPPORT

RPC requests proposals to include warranty policies for curing defects and correcting errors at no cost, along with a specified number of included support hours within one year of model acceptance, documented via summary memos and updated documentation as needed. Our support approach will follow these requirements and provide RPC a clear path for issue resolution and knowledge transfer.

VALUE-ADDED ENHANCEMENTS *(Consistent with RPC Optional Tasks)*

Supplemental Task 1: Non-Motorized Project Evaluation

We will leverage LOCUS person-level data, which explicitly captures walking and bicycling trips, to strengthen non-motorized performance evaluation. This approach will provide mode-specific and spatial insights to support evaluation of bicycle and pedestrian investments without requiring separate or standalone non-motorized modeling tools.

Supplemental Task 2: Household Travel Survey (If Added)

If RPC elects to include a household travel survey, we will work closely with RPC to design and conduct the survey and use the results as the primary dataset for model calibration, applying appropriate expansion and weighting. Where survey coverage is limited, we will supplement with location-based services (LBS) data and carefully borrowed parameters, validated through local context checks to ensure consistency with observed regional travel behavior.

COMPLIANCE AND APPROVALS

For 30+ years, NSI has supported MPO planning and modeling in full alignment with federal requirements. All MPO plans we've developed have been approved by MPO boards, State DOTs, FHWA, and FTA—a testament to our command of the MPO process and applicable federal regulations.

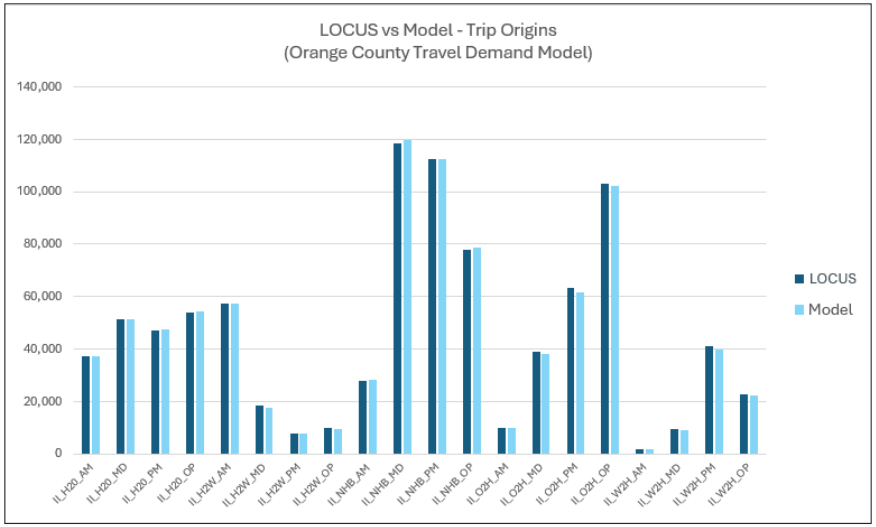
STAFF AVAILABILITY AND LOCATION

NSI maintains a larger professional staff of transportation planners and traffic engineers than any firm of its size in the Southern United States. The staff has proven and extensive experience in safety analysis, traffic engineering, transportation planning and modeling software, such as TranPlan and TransCAD and utilizes many traffic engineering software packages such as Corsim, Vissim, Synchro, SIDRA, PASSER II and III, TRANSYT 7F, and Highway Capacity Software (HCS).

The NSI staff is of sufficient size to accept work on this project, get the work underway and complete the project in a timely manner and within the allocated budget for this project. There is more than enough capacity to perform this work in a prompt and efficient manner. The offices of NS are located throughout the state of Louisiana in Lafayette, Baton Rouge, Mandeville, and New Orleans.

QUALITY CONTROL / QUALITY ASSURANCE

NSI utilizes a quality assurance and control review process to ensure that the project meets the requirements of the Client. Quality is achieved by well qualified individuals performing work functions carefully and in conformance with project requirements and standardized procedures.



16. WORKLOAD

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 DOTD, and b) a contract was executed by the prime consultant with the MPO 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.

Contract Number & State Project Number	Project Name	Remaining Unpaid Balance**
SPN 736-99-1548	Travel Demand Model Support Services Statewide (PRIME)	$43,608
4400010428 EWL 3, H.004774.5; H.007300	Kansas Lane: Garrett Road Connector and I-20 Improvements (SUB)	N/A
4400010428 EWL 6, H.004774.5; H.007300	Kansas Lane: Garrett Road Connector and I-20 Improvements (SUB)	N/A
4400010428 S.A. 6, H.004774.5; H.007300	Kansas Lane: Garrett Road Connector and I-20 Improvements (SUB)	$163,075
4400015733, H.972374.1	Local Public Agency Documented Planning Process, Statewide	$17,644
4400017293, H.010616	I-20: LA 544 Overpass Replacement	$11,376
440005459, H.004780.5	Kansas Lane Connector, S.A. #6	$552
4400017438, H.013284	MRB South GBR: LA 1 to LA 30 Connector, Ascension, EBR, Iberville & WBR	$74,218
4400018271, H.014746.1	LA 383 Corridor Study	$7,953
4400018271, H.014746.5, SA #2	LA 383 Corridor Study	N/A
4400018271, H.014746.1	LA 383 Corridor Study	$88,353
4400021094	Update Statewide Transportation Plan and Travel Demand Model	$525
4400026458, H.014710.5	Cedar Street Ext. to LA 22 and Roundabout	$23,473
4400024927, H.015226.5, S.A. #2	US 90: Roundabout at LA 101, S.A. #2 **On hold and should not count as backlog*	N/A
4400025299, H.013421.5	Dist. 02H Flashing Yellow Arrow Part 2	N/A
4400025299, H.015645.5	LA 47 Hayne Blvd Safety Improvements	$18,976
4400025299, H.016168.1	Baton Rouge Northern Bypass Expressway	$220,195
4400024927, H.014366.5	LA 621 Realignment at LA 73 **On hold and should not count as backlog*	$324,142
4400024927, H.014366.5	LA 621 Realignment at LA 73 **On hold and should not count as backlog*	$66,649
4400023689, H.013622.5	LRSP Ardenwood Dr. Road Diet	N/A
4400023689, H.013622.5	LRSP Ardenwood Dr. Road Diet	$1,696
4400023689, H.013622.5	LRSP Ardenwood Dr. Road Diet **Awaiting NTP for design and should not count as backlog*	$118,210

16. WORKLOAD CONTINUED		
4400024927, H.009425.5	LA 16: N 2nd St. to E. of Duncan Ave. *On hold and should not count as backlog	$140,576
4400025299, H.015986.5	I-49 at LA 3233 (Harry Gilbeau Road) Traffic Study	$49,545
4400023689, H.015574.5	LCG FYA Signal Improvements Phase 2	$188,823
4400031591, H.015574.5	LCG FYA Signal Improvements Phase 2	$240,503
4400031591, H.015574.5	LCG FYA Signal Improvements Phase 2	$11,951
4400027987, H.015373.1	LRSP and SRTPP Program Management	$498,953
4400024927, H.016158.5	LA 182: Greenwood St. Overpass *On hold and should not count as backlog	$10,190
4400028585, H.014516.5	Mills Ave & Rees St Intersection Imp	$75,362
4400023689, H.015227. S.A. #1	US 61 @ Victoria Dr. Ped Crossing, S.A. #1	$3,801
4400029436, H.011504.6	Alexandria Phase 2 Technical Support	$24,767
4400029436, H.016447.1	DMS Decom & Updates SEA	$396
4400029436, H.015136.1	Monroe ITS Architecture	$57,708
4400029441, T.O. #3	Butte LaRose Rest Area Lighting	$4,492
4400029441, H.011446.6	Mound Rest Area Renovations	$54,001
4400029441, H.015218.5	Grand Prairie Safety Rest Area Lighting	$16,096
4400029441, T.O. #3	Butte LaRose Rest Area Lighting	$3,540
4400025299, H.014305.1	US 61: Cardinal Drive to Bert Street	$152,991
4400025299, H.016437.5	US 190: Wooddale to Livingston P/L	$112,317
4400024927, H.015640.5	LA 159 & LA 818: Roundabout	$391,570

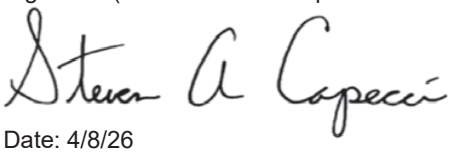
No active projects with the Regional Planning Commission.

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	*State Project No. H.972627*
4. Firm name (as registered with the Louisiana Secretary of State where such registration is required by law)	**Cambridge Systematics, 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)	35959349F – Secretary of State Charter Number
6. Mailing address	200 River's Edge, Suite 420, Medford, MA 02155
7. Name, title, phone number, and email address of firm's Contract Point of Contact	**Sheldon Harrison**, *Team Lead/Principal*, (850) 228-6002 SHarrison@camsys.com.
8. Name, title, phone number, and email address of the official with signing authority for this proposal	**Steven A. Capecci**, *Chief Operating Officer*, (617) 848-2126; SCapecci@camsys.com.
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: 4/8/26
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.)**

See prime's MPO Standard Submittal Form

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.**

See prime's MPO Standard Submittal Form

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	**SHELDON HARRISON**			Years of experience with this firm/employer	18
Title	Team Lead/Principal			Years of experience with other firm(s)/employer(s)	4
Degree(s) / Years / Specialization			Master of Science, 2003, Transportation Bachelor of Science, 1996, Electronics and Computer Science		
Active registration number / state / expiration date			N/A		
Year registered	N/A	Discipline	N/A		
Contract role(s) / brief description of responsibilities			This contract: Project Manager, Model Development and TransCAD – Mr. Harrison has contributed to the planning and modeling practice for over 18 years. He has over 22 years of experience developing, calibrating, and working with forecasting models in the Southeast. His work also includes the Baton Rouge model, the Mississippi Statewide model, and the freight component of the Virginia Statewide Model, along with several regional models. Mr. Harrison has also been instrumental in freight studies, airquality analysis, and other planning studies.		

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract
12/20 – 07/21	CRPC Long Range Transportation Plan Assistance. CS as a sub assisted with the Baton Rouge CRPC model and LRTP update. Mr. Harrison assisted with the development by updating the Trip Generation module to incorporate an aggregate Tour-Based demand framework in TransCAD using GISDK scripting functionality. He modified the Trip Distribution, and Mode Choice routines to accommodate the changes, tested the outputs and coordinated with the Prime and client as necessary.
07/23 – Present	Georgia DOT Planning Technical Services. CS helped in the update of the Georgia Statewide Travel Demand Model (TDM). Mr. Harrison assisted with updating the freight component of the model to 2020 and a 2050 forecast year. He is also the CS Technical Lead for the update of the Macon, MPO model.
10/18 – 12/22	Mississippi Statewide Model Development and LRTP Assistance (MULTIPLAN). CS, as a sub, developed the commodity freight component of the MSSWM for the Mississippi DOT. Mr. Harrison assisted by developing the freight related scripts, performed network QA/QC, validation and calibration testing, along with delivering training content.
01/20 – 01/25	Florida DOT General Modeling Support. CS is currently assisting the Florida DOT Central Office Forecasting and Trends staff in general modeling and planning support. Mr. Harrison served various roles including being a key technical team lead, helping with the model training program and coordinating the various research efforts that are undertaken.
04/24 – 06/25	Broward MPO LRTP Support. CS was a sub on the maintenance contract to assist with SE data preparation for the 2050 LRTP model inputs. Mr. Harrison helped develop the forecast year data for SERPM 9 performing QA/QC and coordinated the Needs network coding.

Name	**SEAN McATEE**	Years of experience with this firm/employer	14
Title	Technical Lead and Principal	Years of experience with other firm(s)/employer(s)	10

Degree(s) / Years / Specialization			Bachelor of Science, 2002, Civil Engineering
Active registration number / state / expiration date			N/A
Year registered	N/A	Discipline	N/A
Contract role(s) / brief description of responsibilities			This contract: Advanced TransCAD – Mr. McAtee is a Principal of CS and uses his nearly 25 years of experience to actively manage projects that develop, update, and apply trip-based and activity-based travel models throughout the country. He has developed and applied travel models in large regions such as Southern California and the NYC Metropolitan Area; for state DOTs including Colorado, California, and Michigan; and for numerous cities and MPOs. He developed methods of utilizing passively collected data from various sources in the model development and calibration process and has created visualization and dashboard tools that help make use of model results more efficient and intuitive. He is an expert in the TransCAD software package, including the GISDK language foundational to these models.

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract
06/20 – 12/23	AAMPO Base Year 2020 Model Update. As Project Manager, Sean managed an update to the Alamo Area MPO's 2020 base year TransCAD model which represented late 2019/early 2020 conditions. This and previous updates included addition of a destination choice model, use of household and on-board survey, pairing survey data with passively collected Big Data, special generator models, and expansion of the model area. In addition to performing model updates, Sean guided the project team in assisting with air quality conformity analysis, fulfillment of model data requests, and continuous improvement to the model.
12/23 – 12/26	AAMPO BY 2025 Model Update. Sean is serving as Principal in Charge for this project for this model update and On-Call contract as well as having managed similar past projects with AAMPO. Sean continues to support AAMPO in their model application and maintenance activities, providing oversight and technical guidance to the Project Manager.
11/23 – 12/24	MARC Regional Travel Demand Model Conversion and Expansion. As Project Manager, Sean led expansion of the model for the Kansas City metro area. The updated model includes additional counties, incorporates current survey data, and has been converted to the TransCAD modeling platform. Sean led model calibration and validation as well as implementation of model algorithms, reporting systems, and a user interface.
01/24 – 07/26	NYMTC Best Practices Model Enhancements. Serving as Task Lead, Sean is leading several tasks to enhance the travel model for the New York City Metropolitan Area. Work has included model implementation, calibration and validation, dashboard development, and integration of custom software with TransCAD. He also led tasks to modernize the mode's approach to highway and transit speeds, and to import transit information using GTFS data.
07/22 – 12/25	Colorado Statewide Travel Model Update. Sean was the Project Manager and coordinated this project to assist Colorado DOT in updating the Statewide TDM. Tasks included increasing the number of traffic analysis zones (TAZ) represented in the model, revising the model to better represent various work from home scenarios, and implementation of a new population synthesis approach. Sean met with Colorado DOT staff weekly to provide guidance and support on their day-to-day modeling activities.
12/23 – 12/26	AAMPO BY 2025 Model Update. Sean is serving as Principal in Charge for this project for this model update and On-Call contract as well as having managed similar past projects with AAMPO. Sean continues to support AAMPO in their model application and maintenance activities, providing oversight and technical guidance to the Project Manager.

Name	**ZEINA WAFA**	Years of experience with this firm/employer	11
Title	Team Lead, Senior Associate Travel Demand Modeler	Years of experience with other firm(s)/employer(s)	1

Degree(s) / Years / Specialization	Master of Science, 2014, Transportation Engineering / Bachelor of Science, 2013, Civil Engineering
Active registration number / state / expiration date	N/A
Year registered N/A Discipline	N/A
Contract role(s) / brief description of responsibilities	This contract: TransCAD and Modeler - Ms. Wafa is a Senior Associate of Cambridge Systematics with more than 11 years of professional experience in TDM development and application. She has worked on a number of model development and update projects including for the Alamo Area Metropolitan Planning Organization (MPO), the El Paso MPO, the North Front Range MPO, Orange County Transportation Authority, San Bernardino County Transportation Authority and Ventura County Transportation Commission. Her other recent projects have involved performing ridership and revenue forecasts, providing analytical support for resilience plans, running alternatives analyses runs, and transit boarding activity data analysis. Her model application work includes master transportation plans, planning and environmental linkages studies, and freight plans.

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract
06/20 – 12/23	AAMPO Base Year 2020 Model Update: Zeina served as the Deputy Project Manager to update the TransCAD trip-based model to base year 2020; calibrated and validated to pre-pandemic data.
03/20 – 07/23	El Paso MPO Base Year 2017 Model Update: Zeina was the Senior Modeler and updated the TransCAD trip-based model to base year 2017; made updates to the mapping dashboard and summary report; updated the Juarez TDM to base year 2017; calibrated the El Paso and Juarez models to 2017 data; developed an international TDM that represents cross-border movements between the two regions.
04/24 – 04/26	El Paso MPO Base Year 2022 Model Update: Serving as Project Manager, Zeina coordinates the TransCAD trip-based model update to base year 2022; makes updates to the mapping dashboard and summary report; updates the Juarez and international TDMs to base year 2022. She also calibrates and validates all 3 models to 2022 data; she built a pre-run check, a network validator and a master network system to improve the user-friendliness of the model.
01/26 – 04/27	North Front Range MPO Regional TDM Update: As the Project Manager, Zeina directs the workflow of the TransCAD trip-based model update to base year 2024. The work will improve model functionality and user friendliness; will update the mapping dashboard, summary report and master network utility; will calibrate and validate to 2024 data; and also builds an online dashboard system for member communities to engage with model results.
01/25 – 03/29	Ventura County Transportation Commission TDM Update: As the Project Manager, Zeina coordinates the TransCAD trip-based model update to base year 2025 while maintaining consistency with the SCAG processes. The work also integrates the mapping dashboard and the summary reporting tool for easy reporting and is calibrated to observed 2025 data.

Name	**HAIYUN LIN, Ph.D.**	Years of experience with this firm/employer	10
Title	Travel Demand Modeler	Years of experience with other firm(s)/employer(s)	3

Degree(s) / Years / Specialization	Ph.D., 2012, Civil Engineering / Master of Science, 2010, Civil Engineering / Bachelor of Engineering, 2006, Transportation Engineering
Active registration number / state / expiration date	N/A
Year registered: N/A — Discipline	N/A
Contract role(s) / brief description of responsibilities	This contract: Model Estimation and TransCAD – Dr. Haiyun Lin is a Travel Demand Modeler Mid I (Associate) at Cambridge Systematics, Inc. (CS) with ten years of professional experience. During this tenure, she has developed and applied travel demand forecasting models for various state and regional agencies. In addition to calibrating and validating both tour-based and (advanced) trip-based regional models, she has extensive experience in data processing and scripting in TransCAD, Cube, and EMME. She has designed, collected, and analyzed various survey datasets, including household travel diaries, transit onboard surveys, and passively collected global positioning system surveys of personal and commercial vehicles. Haiyun has extensive knowledge and experience in market/mode share research, statistical modeling and analysis, model development, database management, geo-spatial analysis, and data visualization, facilitated by scripting capability in Python and R.

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract
01/26 – 04/27	North Front Range MPO Regional TDM Update: Haiyun is Key Modeler for this Colorado North Front Range MPO project where CS is updating the regional travel model which included a new 2024 base year. The work is combined with various improvements, including re-estimation of the trip generation, mode choice and destination choice models. Haiyun leads the model estimation work and is updating all three models using new household survey and LOCUS data.
04/24 – 04/26	El Paso MPO Base Year 2022 model update: For this El Paso MPO project, CS developed a new TransCAD-based TDM. The update was paired with development of an international TDM that represents travel between El Paso and Ciudad Juárez and includes a set of border crossing simulation models that dynamically assign traffic at ports of entry. Model development also made use of LOCUS data to provide valuable insights into travel patterns both within the El Paso MPO region as well as into cross-border travel patterns. Haiyun served as the Key Modeler for the international travel model, she estimated the models using multiple year's border-crossing survey data and calibrated the model using LOCUS data and counts collected at the border.
06/24 – 06/27	Illinois Statewide Model Update. For the Illinois State Department of Transportation (DOT), CS, as part of a team, is updating the Statewide Travel Demand Model (ILSTDM). Haiyun is the Deputy Project Manager and has also served as the Key Modeler on the project as well as having supported Illinois DOT on various model components. In particular, Haiyun developed the sub-area analysis framework and tools for ILSTDM. Haiyun has also led the development and maintenance of the Data Driven Decisions Tool for processing the emission data for various corridors and projects.
06/19 – 05/20	Madison Model Update. Haiyun was the Modeler for this Madison Area Transportation Planning Board project where CS updated the Regional TDM. Tasks included the need to jointly assess passenger, transit, and non-motorized flows; the option to model diversions between competing modes and facilities; and the use of a variety of data sources to estimate, validate, and apply the models in a forecasting context. Haiyun was part of team that delivered the update.

Name	**KATE DANNEMILLER**			Years of experience with this firm/employer	3
Title	Travel Demand Modeler			Years of experience with other firm(s)/employer(s)	1.5
Degree(s) / Years / Specialization			Bachelor of Science, 2021, Civil Engineering / Master of Science, 2020, Transportation Engineering		
Active registration number / state / expiration date			N/A		
Year registered	N/A	Discipline	N/A		
Contract role(s) / brief description of responsibilities			This contract: Model Estimation and TransCAD – Kate Dannemiller is a Travel Demand Modeler (Associate) at Cambridge Systematics Inc. (CS) and brings an extensive knowledge in data analysis, model estimation and calibration, travel survey development and analysis, as well as model practitioner reports and technical writing. Prior to joining CS, Kate worked as a Research Assistant in Transportation Behavior Analysis studying the impacts of emerging transportation modes on traveler behavior. She remains enthusiastic about transportation research and hopes to one day live in a connected Texas, where Texans need not own a vehicle.		

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract
02/26 – Present	WFMPO Socioeconomic and Demographic Data Update. For the Wichita Falls MPO, CS is leading a socioeconomic and demographic data update effort that includes project management, quality assurance, and technical analysis across model boundary, network, TAZ, and socioeconomic data tasks. CS will review and refine the model boundary based on growth patterns, land use change, and regional travel behavior; update the base-year highway network and functional classifications to reflect current conditions; and evaluate the TAZ structure, centroid connectors, and special generators to support accurate model representation. CS is also developing base- and forecast-year demographic datasets using Census, American Community Survey, employment, school, survey, GIS, imagery, and local development data; applying a data-driven forecasting approach with stakeholder input to allocate future population, households, and employment by zone and calculate area types; and preparing technical memoranda, documentation, executive summaries, and GIS-based visualizations to support transparency, implementation, and staff understanding. Kate is serving as Deputy Project Manager on this project.
07/25 – Present	Lincoln MPO LRTP Update. CS is updating the four-step trip based TransCAD model for the Lincoln, NE MPO from a 2019 to 2024 base year, working on developing and running scenarios for the Lincoln long range transportation and mobility plans. The model updates include roadway and transit networks, travel patterns of University of Nebraska at Lincoln students, and transit trip characteristics from an on-board survey. Update will improve summaries and dashboards to support alternatives analysis and integration with the MPO's GIS systems. Added counts to the model network and assisted with the model validation process.
09/25 – 11/25	San Luis Obispo Travel Demand Modeling On-Call. For the City of San Luis Obispo, CA, CS updated their four-step trip-based travel demand model within TransCAD. This model included updates to land uses, roadway projects, traffic counts, local and countywide transit system, as well as the collection of LOCUS origin-destination data for a more robust validation of travel patterns. Contributed to the model validation effort, ensuring the accuracy and reliability of the updated model's performance.
01/23 – 06/23	Georgetown Overall Transportation Plan. For the City of Georgetown, CS provided modeling support for the Overall Transp Plan. Work entailed coding additional roadway facilities to add level of detail in the CAMPO model, updating the 2022 socio-economic and demographic data, applying the TDM, and calibrating the 2022 volumes to observed 2022 traffic counts. Work also involved developing a post-processor that adjusted forecast volumes based on the difference between the base year volumes and the base year counts. Kate attached daily volume counts to the CAMPO Master Network and maintained efforts in TransCAD.

Name	**HEATH LUPTON**	Years of experience with this firm/employer	10
Title	Travel Demand Modeler Sr I/ Senior Associate	Years of experience with other firm(s)/employer(s)	2

Degree(s) / Years / Specialization			Master of Science in Planning, 2014, Urban & Regional Planning / Bachelor of Science, 2011, Sociology / Bachelor of Science, 2011, Psychology
Active registration number / state / expiration date			N/A
Year registered	N/A	Discipline	N/A
Contract role(s) / brief description of responsibilities			This contract: Model Developer and Data - Heath is a Senior Associate at Cambridge Systematics, where he has contributed to the planning and modeling practice for 10 years. He has 12 years of experience in data analytics, data visualization, socioeconomic data development, and the development and application of TDMs. Heath also has experience in transportation planning and is proficient in modeling, GIS, and programming languages, including Cube Voyager, PTV Visum, ArcGIS, QGIS, Python, R, and HTML/CSS.

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract
08/16 – Present	Florida DOT Forecasting and Trends On-Call Support. As a Modeler and Deputy Project Manager for Florida DOT, Heath supported the Systems Forecasting and Trends Office with general travel demand modeling and data analytics. This work includes, but is not limited to, updating inputs for and developing the Florida Statewide Model and the Transportation Interface for Modeling Evacuations (TIME) hurricane evacuation model, generating the annual safety data forecast for the State Highway Safety Plan (SHSP), handling technical support requests for model application and developing training materials focused on modeling concepts.
03/23 – Present	ACTS Technical Support. Heath was the Project Manager for this project and provided technical support for the Census Transportation Planning Products (CTPP) data produced by AASHTO Census Transportation Solutions (ACTS). Support the Oversight Board and its subcommittees by proctoring training sessions, performing data analytics, and writing documentation.
02/26 – Present	Wichita Falls MPO Base and Forecast Year Socioeconomic Data and Network Update. As Project Manager for this effort, Heath manages the update of the socioeconomic data for the base (2025) and forecast (2055) years of the Wichita Falls MPO's TDM using data from the U.S. Census Bureau, Data Axle, and the University of Texas San Antonio's (UTSA) Institute for Demographic and Socioeconomic Research (IDSER). Updating the model highway network to account for new roadway updates and upcoming projects.
08/25 – 12/25	California Statewide TDM Update. Heath served as Deputy Project Manager and updated the California Statewide TDM to base year 2020 and forecast year 2050; calibrated and validated to 2019 data to account for pre-pandemic conditions.
10/22 – 05/23	Victoria MPO Base and Forecast Year Socioeconomic Data Update. As a Modeler on this project, Heath updated the socioeconomic data for the base (2022) and forecast (2050) years of the Victoria MPO's TDM using data from the U.S. Census Bureau, Data Axle, and UTSA's IDSER.
05/24 – 07/24	El Paso MPO Base Year Socioeconomic Data Update. Heath was the Modeler for this effort an updated the base year (2022) socioeconomic data for the El Paso MPO TDM using data from the U.S. Census Bureau, Data Axle, and UTSA's IDSER.

Name	**AMIT RANJAN MONDAL**			Years of experience with this firm/employer	7
Title	Travel Demand Modeler/Associate			Years of experience with other firm(s)/employer(s)	1
Degree(s) / Years / Specialization			Master of Science, 2019, Transportation and Urban Engineering / Bachelor of Science, 2016, Civil Engineering		
Active registration number / state / expiration date			N/A		
Year registered	N/A	Discipline	N/A		
Contract role(s) / brief description of responsibilities			This contract: Data Analyst – Amit Mondal has seven years of experience supporting travel demand modeling, transportation survey processing, geospatial and socioeconomic data development, freight and multimodal data analytics, and model validation. His work has included household and onboard survey processing, trip and tour generation workflows, model-ready data preparation, freight and truck analysis, calibration support, QA/QC, and technical documentation for regional and statewide transportation planning applications. Amit develops reliable data sets and analytical workflows that help agencies estimate, validate, document, and apply transportation models for practical planning and decision-making.		

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract
09/25 – 02/26	ARC Regional Commuter Survey. As Data Scientist for this project, Amit analyzed regional commuter survey datasets to assess commuting behavior, work arrangements, schedules, mode choice, and participation in commuter programs, supporting data-driven planning and interpretation of travel trends.
01/25 – 09/25	NYMTC Model Support, Updates, and Enhancement. As the Data Scientist on this project, Amit supported updates to a regional freight model by updating destination choice components, implementing newly estimated parameters from traditional and big-data sources, developing a sequential Python workflow for model execution, and contributing to technical documentation and model integration.
02/25 – 04/25	Louisiana DOTD Commodity Flow Dashboard Development. Amit served as the Data Scientist for Louisiana DOTD and developed a freight mobility analysis tool using TRANSEARCH commodity flow data to analyze commodity and mode performance, trade corridor dynamics, and forecast freight demand across geographic levels.
01/24 – 07/25	California DOT CSF2TDM Update and Enhancement. As the Data Analyst, Amit supported the California Statewide Freight Forecasting and Travel Demand Model through development of model components, feature integration, model validation, and deployment support.
01/20 – 02/20	KATS Travel Model Calibration. Amit was the Modeler for this Kankakee Area Transportation Study (KATS) project in Illinois. He updated socio-economic data, refined transportation network inputs, and calibrated four-step model parameters using household travel survey targets for a regional travel demand model.

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	**CRPC MOVES 2046 Demographics and TDM Update**		Firm responsibility (prime or sub?)		Sub
Project number	H972353	Owner's name	Capital Region Planning Commission (CRPC)		
Project location	Baton Rouge, LA		Owner's Project Manager	Sooraz Patro	
Owner's address, phone, email	14734 S Harrells Ferry Rd, Suite B, Baton Rouge, Louisiana, 70816; (225) 383-5203; SPatro@crpcla.org				
Services commenced by this firm (mm/yy)	08/20	Total consultant contract cost ($1,000's)			$127
Services completed by this firm (mm/yy)	07/21	Cost of consultant services provided by this firm ($1,000's)			$123

Describe the project including the firm's role and members involved. (Highlight members to be used in this proposal.):

For the Capital Region Planning Commission (CRPC), CS assisted with the development of a hybrid tour/trip generation model with an updated 2020 base year and 2046 horizon year. The work included obtaining socioeconomic data from a population synthesis process and estimating tours by specific characteristics. The generated tours were subsequently converted to traditional four-step trip purposes for use in the remaining model steps, including trip distribution, mode choice, and assignment. The mode choice routine was also respecified and updated, along with the truck component of the model, using components transferred from the nearby Memphis TDM. This model is unique in that trip generation uses a hybrid tour approach which may be used, at the appropriate time to be converted to a full tour based disaggregate model.

Sheldon Harrison

Project name	**GDOT Statewide Planning Technical Support Services 2021 On Call**		Firm responsibility (prime or sub?)		Sub
Project number	TODPL2101629	Owner's name	Georgia Department of Transportation		
Project location	Statewide, Georgia		Owner's Project Manager	Habte Kassa	
Owner's address, phone, email	GDOT Office of Planning, 600 West Peachtree St., 5th Fl, Atlanta, GA 30308; (404) 631-1797; hkassa@dot.ga.gov				
Services commenced by this firm (mm/yy)	07/21	Total consultant contract cost ($1,000's)			$438
Services completed by this firm (mm/yy)	01/23	Cost of consultant services provided by this firm ($1,000's)			$378

Describe the project including the firm's role and members involved. (Highlight members to be used in this proposal.):

For the Georgia DOT, CS, as part of a team guided the update of the freight component of Georgia Statewide Travel Demand Model (GSTDM). The work involved updating the freight component by re-estimating the trip generation and distribution relationships and updating related base year and forecast year inputs to 2020 and 2050 respectively. As part of the same contract, CS has also done an analysis of the impact of continued development of two inland ports and the proposed Jasper Ocean Terminal in South Carolina. Other major work involved assisting with the Planning for Performance and development of a STIP-X tool and providing technical support and coordination, including with the team and senior Georgia DOT and state government personnel.

Sheldon Harrison, Haiyun Lin

Project name	**North Front Range MPO TDM Update**		Firm responsibility (prime or sub?)		Prime
Project number	210120	Owner's name	North Front Range Metropolitan Planning Organization		
Project location	Fort Collins, CO region		Owner's Project Manager	Becky Karasko	
Owner's address, phone, email	419 Canyon Ave # 300, Fort Collins, CO 80521; (970) 289-8281; bkarasko@nfrmpo.org				
Services commenced by this firm (mm/yy)	10/21	Total consultant contract cost ($1,000's)			$200
Services completed by this firm (mm/yy)	07/23	Cost of consultant services provided by this firm ($1,000's)			$200

Describe the project including the firm's role and members involved. (Highlight members to be used in this proposal.):

CS updated the NFRPMO model to a new base year of 2019. The update included addition of a new disaggregate trip generation model, the ability to directly represent TDM programs, and continued improvements to the model's master network and visualization features. CS provided comprehensive documentation of the model and trained MPO staff. This builds on past work by CS by improving representation of bicycle level of traffic stress, recalibrating the destination choice model using LBS data, and updating the mode choice model based on new information from transit providers. The model features automated summary reporting and an interactive mapping dashboard.

Sean McAtee, Zeina Wafa

Project name	**AAMPO TDM Update On-Call Services**		Firm responsibility (prime or sub?)	Prime	
Project number	200025	Owner's name	Alamo Area Metropolitan Planning Organization (AAMPO)		
Project location	Alamo, TX		Owner's Project Manager	Zach Graham	
Owner's address, phone, email	825 South Saint Mary's St., San Antonio, TX 78205; (210) 230-6907; graham@alamoareampo.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)	12/23	Cost of consultant services provided by this firm ($1,000's)	$509		

Describe the project including the firm's role and members involved. (Highlight members to be used in this proposal.):

Work involves developing base- and forecast-year socioeconomic and demographic data, analyzing the latest available survey data to update the different model components, calibrating the mode choice model using the latest transit onboard survey, and validating the traffic assignment results to available 2025 traffic counts. A significant portion of this effort is updating model inputs and recalibrating and revalidating the model. The work also involves assisting the MPO in applying the model for forecast years to support their air quality conformity process. An important tool for the conformity process is the master network system utility that allows AAMPO staff to code all projects, whether committed, fiscally constrained or unfunded, onto a single master network. This effort builds on two previous model updates in which CS updated the base year to 2015 and again to 2020.

Sean McAtee, Zeina Wafa

Project name	**El Paso MPO General Transportation Planning 2024-TDM and Metropolitan Transportation Plan Update**		Firm responsibility (prime or sub?)		Prime
Project number	US0026107.6784 or 240057	Owner's name	El Paso Metropolitan Planning Organization (MPO)		
Project location	El Paso, TX		Owner's Project Manager	Salvador Gonzalez-Ayala	
Owner's address, phone, email	211 N. Florence St., Suite 202, El Paso, TX 79901; (915) 212-0258; sgonzalez@elpasompo.org				
Services commenced by this firm (mm/yy)	07/24	Total consultant contract cost ($1,000's)			$55
Services completed by this firm (mm/yy)	11/26	Cost of consultant services provided by this firm ($1,000's)			$55

Describe the project including the firm's role and members involved. (Highlight members to be used in this proposal.):

For the El Paso MPO, CS is currently leading the update of the TDM to base year 2022. The update involves complete recalibration of each model step, making use of a 2010 HHTS as well as 2023 LBS data. The project also includes updating the Juarez TDM that simulates travel patterns in Juarez, just across the border from El Paso. Using both TDMs for El Paso and Juarez, CS developed an international TDM that covers cross-border movements between the two urban areas. The work leverages international border crossing surveys collected at the border between 2022 and 2023 as well as LBS data in both El Paso and Juarez. This effort builds on two previous model updates in which CS updated the base year to 2012 and again to 2017.

Sean McAtee, Zeina Wafa, Haiyun Lin, Heath Lupton

Project name	**San Bernardino Transportation Analysis Model Plus**		Firm responsibility (prime or sub?)		Sub
Project number	22-1002670 – or 220060	Owner's name	San Bernardino County Transportation Authority (SBCTA)		
Project location	San Bernardino County, CA		Owner's Project Manager	Ginger Koblasz	
Owner's address, phone, email	1170 West Third Street, 2nd Flr, San Bernardino, CA 92410; (909) 884-8276; gkoblasz@gosbcta.com				
Services commenced by this firm (mm/yy)	02/17	Total consultant contract cost ($1,000's)		$625	
Services completed by this firm (mm/yy)	06/19	Cost of consultant services provided by this firm ($1,000's)		$248	

Describe the project including the firm's role and members involved. (Highlight members to be used in this proposal.):

CS developed a new version of SBTAM. This new model includes an entirely re-designed system developed to meet SBCTA's specific needs and to facilitate VMT analysis in the context of SB-743. The new model includes robust destination and mode choice models, tolled traffic assignment, and embedded reporting and mapping systems. The model retains consistency with the parent SCAG model while adding detail and functionality required to support local planning activities. The updated model was calibrated using household travel survey data and validated to both traffic counts and transit ridership data. The new system is integrated with an online StoryMap that provides access to information about the model and model data.

Sean McAtee, Haiyun Lin

Project name	**VCTC Travel Model Update**		Firm responsibility (prime or sub?)		Sub
Project number	250204	Owner's name	Ventura County Transportation Commission (VCTC)		
Project location	Ventura County, CA		Owner's Project Manager	Andrew Kent	
Owner's address, phone, email	751 E Daily Dr STE#420, Camarillo, CA 93010. (805) 642-1591; akent@goventura.org				
Services commenced by this firm (mm/yy)	01/25	Total consultant contract cost ($1,000's)		$154	
Services completed by this firm (mm/yy)	03/29	Cost of consultant services provided by this firm ($1,000's)		$154	

Describe the project including the firm's role and members involved. (Highlight members to be used in this proposal.):

For the Ventura County Transportation Commission (VCTC), CS, as part of a team, is leading the model development effort of the new Ventura County Transportation Model, moving away from the Southern California Association of Governments' (SCAG) Subregional Model Development Tool. CS is scoped with developing a new modeling framework, maintaining consistency with SCAG's methodologies and parameters, calibrating the model to observed Big Data travel patterns, and integrating user friendliness features such as an interactive summary report, a mapping dashboard, post-processing tools, and other features based on user feedback. The main focus will be on the user experience, simplifying the model where appropriate without taking away from the model's sensitivity or predictive capabilities.

Zeina Wafa

Project name	**New York Activity-Based Model**		Firm responsibility (prime or sub?)		Prime
Project number	170095	Owner's name	New York Metropolitan Transportation Council		
Project location	New York Metropolitan Area, NY		Owner's Project Manager	Lynne Thisse	
Owner's address, phone, email	25 Beaver Street, Suite 201, New York, NY 10004; (212) 383-7214; lynne.thisse@dot.ny.gov				
Services commenced by this firm (mm/yy)	09/17	Total consultant contract cost ($1,000's)			$6,000
Services completed by this firm (mm/yy)	07/23	Cost of consultant services provided by this firm ($1,000's)			$6,000

Describe the project including the firm's role and members involved. (Highlight members to be used in this proposal.):

CS developed a state-of-the-art activity-based TDM for the New York Metropolitan area, home to over 20 million people in New York, Connecticut, and New Jersey. We implemented the model using a pragmatic, field-tested activity-based modeling approach based on good theory and tested model systems. CS oversaw the estimation of over 75 model components that simulate person and household characteristics, activity and tour generation, activity location choices, activity start and end times, escorting behavior, tour stop locations, and mode choices. The model was estimated and validated using our systematic approach to ABM development and is now used for various analyses in the New York region, including air quality conformity. Recently, we created a user-friendly model interface and updated the base year to 2019. CS continues to actively update, enhance, and maintain this model for New York Metropolitan Transportation Council.

Sean McAtee, Sheldon Harrison, Haiyun Lin

Project name	**MARC ABM Conversion and On-Call Support**		Firm responsibility (prime or sub?)		Prime
Project number	250033	Owner's name	Mid America Council of Governments (MARC)		
Project location	Regional Counties of Kansas and Missouri		Owner's Project Manager	Eileen Yang	
Owner's address, phone, email	600 Broadway, Suite 200, Kansas City, MO 64105; (816)701-8338; eyang@marc.org				
Services commenced by this firm (mm/yy)		05/25	Total consultant contract cost ($1,000's)		$1,036
Services completed by this firm (mm/yy)		11/26	Cost of consultant services provided by this firm ($1,000's)		$637

Describe the project including the firm's role and members involved. (Highlight members to be used in this proposal.):

CS is converting of Mid America Council of Governments (MARC)'s current trip-based model to an Activity Based Model. The updated model uses the ActivitySim platform and is being estimated using the agency's latest household and on-board transit survey data. The project began with a sprint-style model design workshop in which MARC staff, model users, and stakeholders provided input to the process. This workshop informed development of a model design document, which is now guiding implementation, estimation, and model calibration. This ABM conversion follows a decade of support to MARC, including updates to the region's model with new data, conversion to a new software platform, expansion of the model area, and implementation of user improvements such as a unified network system. CS also continues to provide MARC with On-Call support, which includes assisting with use of the current trip-based model and will include guiding MARC in transitioning from the current trip-based model to the new ABM.

Sean McAtee

Project name	**BART Link21 Program Identification and Project Selection**		Firm responsibility (prime or sub?)		Prime
Project number	6M6146-SC2	Owner's name	San Francisco Bay Area Rapid Transit (BART)		
Project location	Bay Area/Northern California, CA		Owner's Project Manager	Andrew Tang	
Owner's address, phone, email	300 Lakeside Drive, 22nd Floor, Oakland, CA 94612; (510) 874-7327; atang@bart.gov				
Services commenced by this firm (mm/yy)	08/21	Total consultant contract cost ($1,000's)		$6,449	
Services completed by this firm (mm/yy)	12/23	Cost of consultant services provided by this firm ($1,000's)		$3,202	

Describe the project including the firm's role and members involved. (Highlight members to be used in this proposal.):

Link21 is a transportation program to transform the passenger rail network serving Northern California. CS led a team to develop an activity-based travel demand and land use forecasting system that supports the evaluation of program and project alternatives. The modeling system utilized the Metropolitan Transportation Commission's ABM as the base and enhanced, recalibrated, and validated it to meet the unique needs of the Link21 program. The implemented Link21 model is designed to ensure appropriate sensitivity to network and service improvements, to new and existing rail services by multiple operators and accurately captures competitiveness between other, non-transit modes. We applied the forecasting system and developed metrics to support screening and evaluation at various stages of program and project development.

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.**

Cambridge Systematics, Inc. (CS) has been developing and applying travel demand forecasting models since our formation in 1972. CS is able to serve all regions of the country with over 230 staff on board, including 180 transportation experts and over 40 modeling and data specialists. Having developed and continually refined the travel modeling practices that are now industry standards, we help our clients more efficiently anticipate and mitigate obstacles in identifying the best processes for addressing complex modeling challenges. Our modelers, analysts, and statisticians comprise the largest group of seasoned experts in the industry. Members of our staff have pioneered analytical techniques that have increased the accuracy of forecasts. We find the best solutions for our clients by integrating our analytic skills with our deep understanding of transportation data.

CS has more experience in developing and updating travel demand models than any other consulting firm. We have pioneered and documented best practices for travel demand models, including 30 years of work on the Federal Highway Administration's (FHWA) Travel Model Improvement Program, numerous invited model reviews, development and teaching of modeling courses and webinars, and leadership positions in research organizations such as the Transportation Research Board and the Zephyr Foundation. We have developed models in 40 states, in metropolitan areas ranging in size from small to very large.

CS also develops creative, practical solutions for travel demand models such as the estimation and implementation of tour- and ABMs and the integration of land use and travel models. We have estimated and updated travel forecasting models in more than 25 metropolitan areas.

- **Urban, Statewide, and Intercity.** We developed travel demand models in nearly 40 states for large, medium, and small urban areas, including being part of the effort on the CRPC (Baton Rouge) model, Hartford, El Paso, Buffalo, Baltimore, Houston, and many others. We developed new urban area models for the New York, Miami, El Paso, Detroit, and Kansas City metropolitan areas and statewide models for Connecticut, Colorado, Florida, Indiana, Wisconsin, Maryland, and California.

- **Highway/Transit.** We provide forecasts for highway and transit projects seeking Federal Grants or that are under evaluation for capital investments. Concluded projects include studies in Detroit, Memphis, Chicago, San Antonio, New Hampshire, and Los Angeles. We also both developed and applied the California Statewide High-Speed Rail Model.

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:**
    a. your firm is responsible for the performance of the work.
    b. authorization to perform the work has been provided, as provided in the contract between the prime consultant and the MPO or DOTD;
    c. the work has not yet been performed, invoiced, and paid; and
    d. 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)
4400021094	Louisiana DOT Update of the Statewide Transportation Plan and Statewide Transportation Travel Demand Model / Statewide	0

No active projects with the Regional Planning Commission

NEEL-SCHAFFER

1340 Poydras Street, Suite 1950
New Orleans, LA 70112
www.neel-schaffer.com