

**SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

**RESOLUTION 1501-03: Approving the Selection of AECOM as the Consultant for the SJTPO FY 2015 Air Quality Assistance Project**

**WHEREAS, the South Jersey Transportation Planning Organization (SJTPO) is the Metropolitan Planning Organization (MPO) designated under Federal law for the southern region of New Jersey including Atlantic, Cape May, Cumberland, and Salem Counties; and**

**WHEREAS, the Fiscal Year 2015 SJTPO Unified Planning Work Program includes Federal Highway Administration and Federal Transit Administration planning funds for technical programs; and**

**WHEREAS, the SJTPO Technical Advisory Committee vested consultant selection authority in a committee consisting of SJTPO, Atlantic County, Cumberland County, and the South Jersey Transportation Authority (SJTA); and**

**WHEREAS, the Selection Committee recommends AECOM Technical Services, Inc., in association with URS Corporation, Parsons Brinckerhoff, Michael Baker International, and ACT Engineers (an NJDOT Certified Disadvantaged Business Enterprise).**

**NOW THEREFORE BE IT RESOLVED, that the Policy Board of the South Jersey Transportation Planning Organization hereby approves the above selection for the FY 2015 Air Quality Assistance project for a maximum fee of \$72,713; and**

**BE IT FURTHER RESOLVED, that the Policy Board authorizes the Executive Director to execute scope of work and cost modifications to the original contract amount, provided that funding is available and such modifications have been approved by the NJDOT and Project Sponsor.**

**BE IT FURTHER RESOLVED, that the Policy Board requests that the South Jersey Transportation Authority execute the appropriate contractual arrangements with the consultant on behalf of the SJTPO.**

**Certification**

**I hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Policy Board of the South Jersey Transportation Planning Organization at its meeting of January 26, 2015.**



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**Will Pauls, Secretary/Treasurer**

## BACKGROUND

The transportation system in Atlantic, Cape May, Cumberland and Salem Counties is vital to the economic health of the region. To maintain this health, people and goods must be able to move throughout the region efficiently. As the regional Metropolitan Planning Organization, the SJTPO is responsible for helping to maintain the success of the transportation system in southern New Jersey while maintaining conformance with National Ambient Air Quality Standards (NAAQS) as promulgated by the Clean Air Act Amendments of 1990 and ensuing legislation. This project will demonstrate the compliance of the SJTPO with the Air Quality Conformity regulations.

## TECHNICAL APPROACH

There are several factors that must be taken into account while performing the Conformity Analysis:

### 8-HOUR OZONE STANDARD

In 1997, the USEPA established an 8-hour ozone standard of 0.08 ppm, finalizing attainment/nonattainment designations on June 15, 2004. All four counties in the SJTPO region were designated non-attainment and classified as "moderate" for this pollutant. The USEPA subsequently published the 2008 8-hour Ozone NAAQS on March 27, 2008, with an effective date of May 27, 2008, revising the NAAQS AND strengthening the standard to 0.075 ppm. The entire SJTPO region was designated as a "marginal" Ozone non-attainment area under the revised standard, effective July 20, 2012.

The AECOM Team brings unique skills and innovation to the project:

- Leadership role in NJDOT's Air Quality Working Group (Baker)
- MOVES temporal files prepared by the Team accepted by USEPA as the basis for national defaults (AECOM)
- Innovative off-model travel forecasting and emission estimation methods (Baker)
- Responsibility for the current updates to the SJTPO regional travel model (URS)
- Direct support for NJDOT in emission related matters (AECOM, Baker)

Through this entire time period, the AECOM Team has directly supported SJTPO and the New Jersey State Department of Environmental Protection (NJDEP) with expert technical support and guidance, ensuring that the air quality modeling and analysis is undertaken to meet all USEPA and FHWA requirements. This work included assistance in establishing VOC and NOx Motor Vehicle Emission Budgets (MVEB) using MOBILE6 in cooperation with NJDEP; and support in demonstrating that the SJTPO transportation plan and its updates conform with the overall plan to reach the region's air quality goals.

### MOVES AND PPSUITE

For over a decade the AECOM Team has applied MOBILE6 and the Motor Vehicle Emission Simulator (MOVES) emission models for Conformity Analysis in the SJTPO region. 2013 was the first year that MOVES was used for Conformity, for the FY 2014 Conformity determination. The MOVES2010B version was used. In July, 2014, the newest version, MOVES2014 was released by USEPA, and AECOM will apply that version for this FY 2016 Conformity Analysis, replacing MOVES2010B.

AECOM and Baker have worked extensively with the evaluation of MOVES, providing feedback to NJDOT's Air Quality Working Group with respect to data development and implementation. This working group has included NJDOT, NJDEP, SJTPO, NJTPA and DVRPC. Interactions of group members

have provided a useful forum for AECOM and Baker to achieve a thorough understanding of MOVES methods, data, and results. AECOM has directly supported NJDEP's efforts to use MOVES for the most current round of SIP preparation, and the lessons learned in that endeavor will help us to more efficiently meet SJTPO's needs for this project.

PPSUITE is a travel model and emissions analyzer post-processing tool that links the current SJTPO travel model to MOVES. PPSUITE has been in use in New Jersey and nearly a dozen other states and jurisdictions for over 20 years, and has achieved a high level of maturity and technical strength. In conjunction with this work and similar work for other states, AECOM's PPSUITE post processing software has been thoroughly renovated, tested, and validated in its support for the MOVES software.

Through interagency coordination, and subsequent coordination with the NJDEP and the USEPA, AECOM has been able to obtain the emissions program descriptions appropriate for South Jersey. We anticipate repeating this process for the current 2040 SJTPO Regional Transportation Plan (RTP) and the FY 2016 Transportation Improvement Program (TIP) Conformity Analyses to capture further changes that should be included in our analysis. The AECOM Team will implement the USEPA's latest release of MOVES2014, replacing MOVES2010B as the emissions forecasting program for conformity determination being use in the previous air quality analysis at SJTPO. AECOM and Baker have worked extensively with evaluation of MOVES2014 providing feedback to NJDOT's Air Quality Working Group in data development and implementation. This working group has included NJDOT, NJDEP, SJTPO, NJTPA and DVRPC. Interactions of group members have provided useful forum for AECOM and Baker to achieve a thorough understanding of MOVES methods, data, and results. In conjunction with this and similar work for other states, AECOM's PPSUITE post processing software has been thoroughly renovated, tested, and validated in its support for the MOVES software.

Together PPSUITE and MOVES provide the most comprehensive and flexible platform for transportation network and emissions analysis available today. The fact that it is being used by NJDEP to analyze emissions for SIP revisions, and by the NJDOT and the NJTPA for their emissions modeling activities, and by neighboring states and MPOs as well (PennDOT, Lehigh Valley, PA and Baltimore MD), indicates both its acceptance in the broad emissions analysis community and the depth of support that is offered not only by the consultant team, but also by peer users. We will continue to actively monitor the USEPA's progress in updating MOVES and related modeling requirements. In response, we will continue to prepare appropriate software updates and input data.

### **MOVES2014 SETTINGS AND INPUTS**

The PPSUITE/MOVES2010B package has already been installed at SJTPO and the 2014 version will be installed once conformity determinations are complete. AECOM is currently enhancing its PPSUITE software to support the MOVES2014 version. Input data – statewide and county specific – has been updated for MOVES2014 by AECOM with support and guidance from the NJDOT and the NJDEP, and will be used for the SJTPO emissions estimate runs.

The AECOM Team will continue to work closely with the NJDEP and the USEPA so that the proper local settings and inputs are used for MOVES2014. The updated emission model not only expands Run Specifications to new fuel/vehicle combinations and output aggregation options. It also requires significant changes to the activity and non-activity inputs, increasing the number of imported files from thirteen to eighteen. The MOVES activity inputs are based on travel demand model results. The correct file structure of these inputs will be insured by utilizing the most current CENTRAL/PPSUITE software updated for MOVES014. The setting of non-activity inputs includes proper inspection and maintenance program specifications, vehicle registration data, vehicle mix data, anti-tampering program description,

fuels, meteorology, source type population, engine retrofit program, low emission vehicle program, and truck idling (hoteling).

## **HPMS VMT ADJUSTMENTS**

Before emissions estimates can be calculated, the vehicle miles traveled (VMT) calculated from the travel demand model's traffic assignment process must be adjusted to match reported VMT quantities from the Highway Performance Monitoring System (HPMS). The current data for the 2010 Base year has been used for prior conformity determinations and is anticipated to be retained for the FY 2016 Conformity emission estimate. However, the AECOM Team will coordinate with SJTPO and NJDOT to determine if there is a need to renew or update base year VMT adjustments. AECOM will capture the HPMS VMT data and prepare updates if the Interagency Consultation Group (ICG) decides to change the base year for the FY 2016 Conformity determination to a later year than 2010.

## **INTERAGENCY COORDINATION**

Coordination is an ongoing effort throughout the Conformity Analysis process. It is essential to keep participating agencies and entities informed of the progress, methods, and products in use for the determination. The SJTPO Project Manager (PM) will convene up to two (2) meetings of the ICG as necessary. These meetings may be via conference call or in person. The AECOM Team will work directly with the SJTPO PM to coordinate with the ICG members (i.e., other SJTPO staff, USEPA, NJDEP, NJDOT and representatives from the involved counties). If other work is required to meet CAAA standards, such as updates to the HPMS files, the AECOM Team will work closely with the PM and member agencies to identify and implement solutions to keep the project on track.

## **SCOPE OF SERVICES**

### **PART 1. CONFORMITY DETERMINATION TO SUPPORT TIP**

The following describes the steps that will be undertaken to complete for the current 2040 SJTPO Regional Transportation Plan (RTP) and the FY 2016 Transportation Improvement Program (TIP) Conformity analysis that is expected to take place in the early spring of 2015. This will be the first conformity determination requiring the use of MOVES2014. At this time, SJTPO will use the existing travel demand model and an operational CENTRAL/PPSUITE post-processor associated with that model in support of the emissions estimates using MOVES.

#### **1.1 Capital Program and Interagency Consultations**

The AECOM Team will assist SJTPO to review the final project list for the Transportation Improvement Program compiled by SJTPO and reviewed by ICG. The AECOM Team will participate in a TIP projects cross-acceptance process of the ICG and coordinate ICG discussions. We will also coordinate with the Interagency Consultation Group, the NJ Department of Transportation, NJ Department of Environmental Protection, the US Environmental Protection Agency and other new Jersey MPOs as needed to complete the set of regionally significant, non-exempt transportation improvement projects to be analyzed.

We will work directly with the SJTPO PM to coordinate with the ICG members, and will be responsible for preparing minutes and other needed meeting records and resolutions.

## 1.2 Review of Project Coding

Coding of regionally significant, non-exempt transportation projects into the proper South Jersey Travel Demand Model (SJTDM) highway and transit networks and other input files will be done by the SJTPO staff. The AECOM Team will provide quality assurance by both reviewing and checking project coding, and by monitoring project effects on the emissions estimates for each scenario and year.

## 1.3 Emissions Calculations for Conformity Determination

Combinations of computer programs centered on the MOVES and PPSUITE post-processor programs will be used to analyze FY 2016 TIP and 2040 Regional Transportation Plan (RTP) conformity in the SJTPO region. The PPSUITE software has been developed by AECOM and has been used by SJTPO, the NJDOT, the NJDEP and NJTPA for emissions estimation in New Jersey. In addition, PPSUITE is used by other state DOTs, including Maryland and Pennsylvania, for their statewide analysis and emissions inventories. PPSUITE is also used to conduct conformity determinations by MPOs such as NJTPA, and Baton Rouge Capital Region Planning Commission. PPSUITE has been successfully transitioned from MOVES2010 to MOVES2014 emission model, which will be utilized for the analysis at SJTPO.

PPSUITE has repeatedly been shown to meet all the Federal guidelines and regulations for regional Conformity Analysis as specified in the Transportation Conformity Rule 40 CFR Part 93. PPSUITE has repeatedly provided the local data that was the subject of SJTPO's certification by federal agencies.

MOVES and PPSUITE input data are fully reliant on local (i.e. MPO and State) data developed by the AECOM Team in collaboration with NJDEP and NJDOT. No MOVES national default activity data is used for the Conformity Analysis.

MOVES input data development associated with the scenario years will be completed within this task. The SJTPO emissions estimation process will strongly benefit from the use of non-activity MOVES input data developed by the NJDOT and the NJDEP as inputs to PPSUITE and MOVES. The NJDOT has historically provided support for the data preparation for emissions estimates and evaluation of federal policy and guidance related to regional air quality analysis. The PPSUITE/MOVES software package as employed by the NJDOT/NJDEP can expedite SJTPO's data gathering, flawless County Data Manager import, and database creation processes within the pressures of the conformity determination schedule.

Emissions calculations will be generated with the use of SJTPO's travel demand model, MOVES2014 emission model and related non-activity data. As stated in the Request For Proposals, it is anticipated that SJTPO staff will provide complete model run results for each scenario year. The AECOM Team will run MOVES2014 to conduct emissions estimates of the TIP and RTP scenarios.

Emissions will be calculated for two categories of pollutants: volatile organic compounds (VOC) and oxides of nitrogen (NOx). CO does not need to be reported and is not necessary for this conformity determination.

As for the RTP, for projects that cannot be evaluated directly "on-model," NJ-AQONE or other best-practice, off-model methods, as appropriate, will also be used by SJTPO staff to estimate their emissions impacts.

The NJ-AQONE software has developed by AECOM Team member Baker with technical support from AECOM. NJ-AQONE has been used for multiple rounds of conformity determinations in the SJTPO region and numerous other areas. Baker will provide assistance to SJTPO staff to guide their use of off-model analysis using NJ-AQONE. The resulting project benefits can be reported separately, or they can

be plugged into the post-processing step as a group so that they are reflected in the final emissions estimates and tabulations.

#### 1.4 Conformity Report

The AECOM Team will provide a technical memorandum summarizing the emission estimate methodology and results for July weekday VOC and NO<sub>x</sub> for five scenario years. We will provide summaries of VMT, speed, criteria pollutant quantities, and other relevant information to support drafting of the conformity report by SJTPO staff.

The AECOM Team will assist the SJTPO staff in finalizing the conformity report by reviewing its draft, supplying notes regarding the emission estimation methodology and providing quality control of the document.

Project deliverables for **Part 1: Conformity Determination** will include the following:

- ▶ *The AECOM Team will develop a set of tables of overall emissions quantities for scenarios of VOC and NO<sub>x</sub> for summer seasons. This table will compare the estimates to the established budgets and a Pass or Fail grade will be given for each pollutant for the 2040 RTP and the FY 2016 TIP scenario.*
- ▶ *The AECOM Team will assist the SJTPO PM in review and completion of the conformity document that will be issued to the USEPA and the NJDOT for the 2040 RTP and the FY 2016 TIP scenario.*
- ▶ *A data DVD with MOVES backup information, run specifications and databases and related inputs, following USEPA's standard format will be provided to support USEPA's conformity determination review. The AECOM Team has worked extensively with client jurisdictions, NJDEP and USEPA to refine the format and presentation of this data.*

## PART 2. ADDITIONAL TECHNICAL SUPPORT

### 2.1 Performance Reports

The AECOM Team will assist SJTPO in developing a set of performance reports based on outputs from the new travel demand model with the post-processing tools that will be used for emissions estimates and other performance analyses. The Team will consult with SJTPO staff to identify and structure the needed reports. To the extent possible, and in the interest of maximizing use of available resources, existing tools such as AECOM's PEQUEST (in use by NJDOT, NJTPA, and other agencies) will be used to provide this information. PEQUEST provides more than 50 distinct highway network performance tables that can be chosen from for this purpose and which are based on standard travel model outputs. Alternatively, the Team will discuss with SJTPO staff the development from scratch of a spreadsheet-based tool. It is noted that a limited number of hours are budgeted for this task, and the work plan must reflect the limits of that budget.

## 2.2 Air Quality Post-Processor Installation and Staff Training

The AECOM Team will update the post-processor User's Guide documentation to reflect specific SJTPO implementation conditions.

We will create a backup and installation DVD for SJTPO. Also, full copies of PPSUITE/MOVES input and output files, for all scenarios, will be provided on this DVD.

The AECOM Team will arrange for one full-day staff training session at the SJTPO office. During this session we will conduct air quality post-processor installation with all related software and data.

This project budget includes installation of the updated update of CENTRAL and PPSUITE at the SJTPO Vineland office, testing of the software execution, evaluation of the performance and emissions estimates results, and training of SJTPO staff. The AECOM Team will ensure that SJTPO staff will gain sufficient knowledge and experience to conduct analyses required to support TIP and RTP conformity.

A full site license (for the SJTPO office in Vineland) for CENTRAL/PPSUITE will be provided to SJTPO. The CENTRAL/PPSUITE software is for use in the SJTPO office only, and may be transferred to others without prior arrangement with AECOM. This will be a perpetual license. MOVES and related data are in the public domain.

## 2.3 Additional Emission Analysis

The project budget includes an allowance for the AECOM Team to provide technical support additional runs beyond the standard set are required, or if emissions estimates exceed the budgets established for the region. This budget will not be used if not requested by SJTPO staff.

Project deliverables for **Part 2: Additional Technical Support** will include the following:

- ▶ *The AECOM Team will update the CENTRAL/PPSUITE/MOVES users guide, create CENTRAL/PPSUITE installation DVD and provide required software license to run the post-processor at the SJTPO office.*
- ▶ *The AECOM Team will assist with MOVES2014, CENTRAL, and PPSUITE installation and conduct a one day staff training on site at SJTPO office in Vineland.*
- ▶ *The AECOM Team will provide a process DVD to the SJTPO. The DVD will provide sufficient backup such as process inputs, programs and raw outputs.*
- ▶ *The AECOM Team will provided additional technical assistance within the number of budgeted hours for Task 2.3, if so directed by SJTPO.*

## PART 3: PROJECT CONTROL AND EXECUTION

AECOM has a system in place to assist the Project Manager in tracking schedule and cost goals. We will monitor the potential for overrun and/or slippage of schedule.

The AECOM Project Manager will prepare a schedule at the beginning of the project, which will depict major work elements, activities, and milestones. AECOM's Project Manager will request a monthly summary report that will highlight current program progress. The timely review of status reports will allow the Project Manager and SJTPO to identify evolving problems in meeting the assignment milestones and completion dates, so that corrective actions can be taken if necessary.

A number of elements of this project cannot be determined at this time including:

- ▶ *Additional, unanticipated interagency meetings beyond those highlighted above (Task 1.1)*
- ▶ *The number and extent of analyses needed to achieve air quality / emissions requirements and targets. (Task 2.3)*

Should additional efforts be needed to complete any task item, AECOM will alert SJTPO as soon as this is noted. AECOM will then work with SJTPO to identify the best way to proceed while remaining within the available budget.

### Project Schedule

The project schedule is shown in the following table. As specified in the Request For Proposals, Notice To Proceed is assumed to be on or about February 1, 2015. All emission analysis runs and results will be completed and delivered to SJTPO by April 15, 2015. The CD/DVD containing inputs, outputs and backup information will be submitted by June 10, 2015.

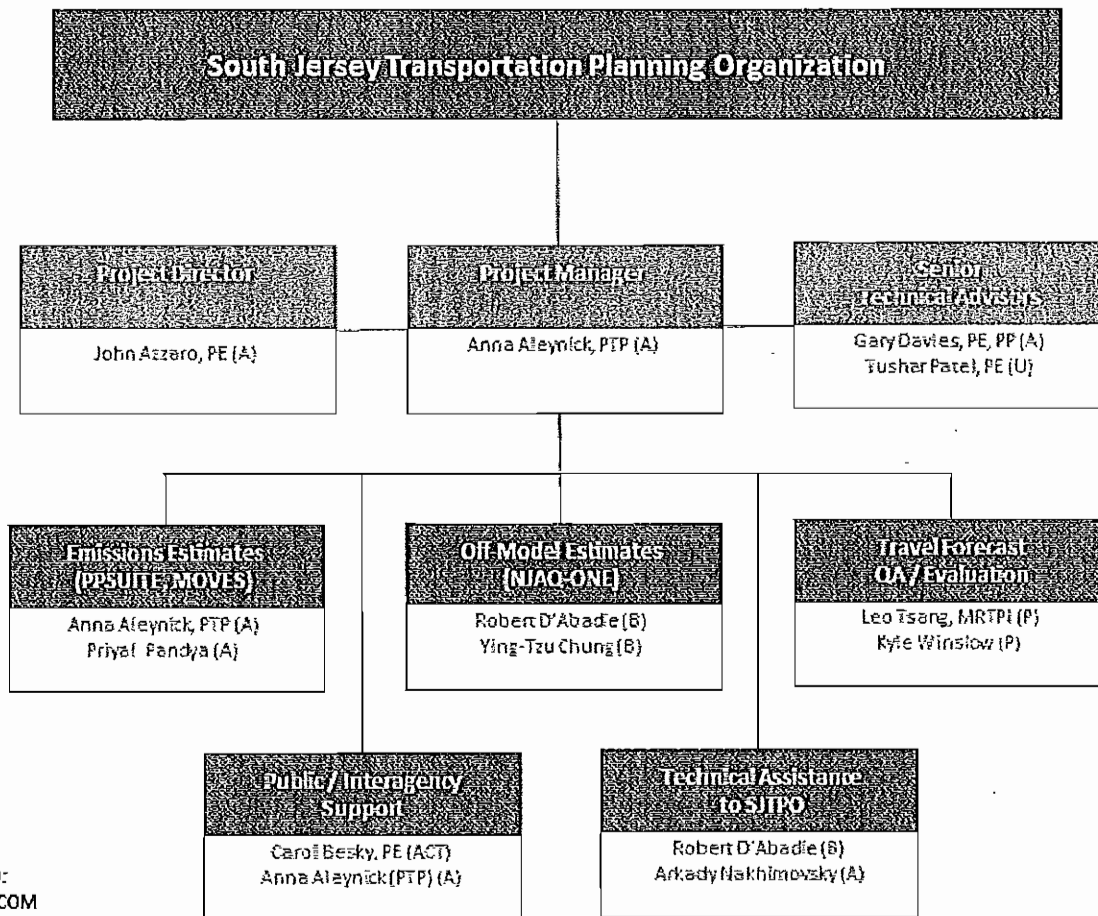
Task	PROCESS	Estimated End Date
	2040 RTP and the FY 2016 TIP Conformity Determination	
	Notice to Proceed	2/01/15
1.1	Kickoff Meeting	2/05/15
1.1	Confirm Project List	2/09/15
1.1	Teleconference with Interagency Consultation Group and request concurrence of attendees on SJTPO's proposed schedule, latest planning assumptions, relevant budgets, required pollutant tests, latest emission model, analysis years, preliminary project lists, etc.	2/18/15
1.2	SJTPO staff completed FY 2016 TIP project coding	2/26/15
1.2	Consultants network review	3/03/15
1.2	Travel Demand Model Process	3/05/15 - 3/24/15
1.2	Consultants Travel Demand Model runs review	3/27/15
1.3	MOVES analysis	3/30/15 - 4/14/15
1.3	Regional emission summary with MOVES2014	4/14/15
1.4	Assistance with SJTPO conformity report	4/16/15
1.1	Provide Interagency Consultation Group with draft Conformity Determination. Request concurrence with findings using email and/or a conference call.	4/20/15
	Additional Technical Support	
2.1	Performance report development – initial discussion with SJTPO staff	5/01/15
2.2	Draft post-processor user's guide and installation DVD	5/27/15
2.2	Training session at SJTPO office	6/10/15
2.1	Performance report development – testing during installation session at SJTPO office	6/10/15
2.3	Additional technical support with the emissions estimate and data development, if needed	5/01/15 -- 6/30/15



## STAFFING PLAN

The following Organization Chart summarizes the relationships among the key personnel at AECOM and Team Members who will participate in the project:

Anna Aleynick will serve as AECOM's Project Manager. She has over a decade of experience with air quality related matters in New Jersey and the surrounding region, including with SJTPO. She will be assisted by Project Director John Azzaro, and Senior Technical Advisors Gary Davies and Tushar Patel.



**LEGEND:**  
 (A) AECOM  
 (B) Baker  
 (P) Parsons Brinckerhoff  
 (U) URS  
 (ACT) ACT Engineers

Anna Aleynick will lead emissions modeling tasks with PPSUITE and MOVES. Robert d'Abadie will be responsible for off-model technical support using NJ-AQONE. Leo Tsang will be responsible for supporting SJTPO with travel model QA. Carol Beskie of ACT Engineers will bring her extensive Interagency and public outreach experience to support the Interagency consultation process. Additional technical assistance will be led by Robert d'Abadie.

**Staffing Plan**

The staffing plan for the proposed work is shown in the following table. Altogether the AECOM Team will expend 488 person hours:

- AECOM 296 hours
- Baker 76 hours
- Parsons Brinckerhoff 48 hours
- ACT Engineers 68 hours (13.9% DBE)
- Total 488 hours

**AECOM TEAM STAFFING PLAN**

Staff Name	Title	Hours per Task							Total Hours
		Part 1: Conformity Determination to Support TIP				Part 2: Additional Technical Support			
		1.1	1.2	1.3	1.4	2.1	2.2	2.3	
<b>AECOM/URS</b>									
Gary Davies	Senior Technical Advisor	2	2	4	0	0	2	4	14
Tushar Patel	Senior Technical Advisor					4			4
Anna Aleynick	Project Manager	16	4	48	4	12	36	32	152
Mathew Safer	Senior Transportation Planner	0	4	40			2	16	62
Priyal Pandya	Environmental Engineer	4		16			24	4	48
Arkady Nakhimovsky	System Developer	0				16			16
<b>AECOM/URS Subtotal</b>		<b>22</b>	<b>10</b>	<b>108</b>	<b>4</b>	<b>32</b>	<b>64</b>	<b>56</b>	<b>296</b>
<b>Parsons Brinckerhoff</b>									
Kyle Winslow	Senior Transportation Engineer	8	8	0	8			4	28
Leo Tsang	Lead Engineer	4	16						20
<b>Parsons Brinckerhoff Subtotal</b>		<b>12</b>	<b>24</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>48</b>
<b>Baker</b>									
Robert d'Abadie	Senior Transportation Planner	8		8	4	12		12	44
Ying-Tzu Chung	Transportation Planner	0		16		8		8	32
<b>Baker Subtotal</b>		<b>8</b>	<b>0</b>	<b>24</b>	<b>4</b>	<b>20</b>	<b>0</b>	<b>20</b>	<b>76</b>
<b>ACT Engineers, Inc. (DBE Firm)</b>									
Carol Beske	Principal	16		4					20
Eric Rosina	Project Engineer	8		40					48
<b>ACT Engineers, Inc. Subtotal</b>		<b>24</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>68</b>
<b>Total Hours</b>		<b>68</b>	<b>34</b>	<b>176</b>	<b>16</b>	<b>52</b>	<b>64</b>	<b>80</b>	<b>488</b>

DBE Percentage (ACT Engineers) 13.9%

ACT Engineers is a certified Disadvantaged Business Enterprise (DBE). ACT has been allocated 13.9% of the project's person hours, which is equivalent to 12.7% of the project budget. Either way, the DBE target percentage is exceeded.

AECOM Technical Services, Inc. (AECOM) is pleased to submit this Cost Proposal to conduct air quality conformity analysis for the current 2040 SJTPO Regional Transportation Plan (RTP) and the FY 2016 Transportation Improvement Program (TIP). This Cost Proposal accompanies, under separate cover, the Technical Proposal which responds to the Request For Proposals dated November 18, 2014.

**The cost of the proposed services is \$72,713.**

The DBE participation is covered by ACT Engineers. **12.69% of the project cost will be by the DBE consultant.**

Costs by task are as follows. A comprehensive tabulation of hours and costs by task and person is provided on the following pages, in the format specified by the Request For Proposals.

	Task Name	Total Amount
Task 1.1	Capital Program and Interagency Consultation	\$10,675
Task 1.2	Review of Project Coding	\$5,571
Task 1.3	Emissions Calculations for Conformity Determination	\$23,528
Task 1.4	Conformity Report	\$2,909
Task 2.1	Performance Reports	\$8,021
Task 2.2	Air Quality Post Processor Installation and Staff Training	\$8,784
Task 2.3	Additional Emission Analysis	\$12,251
	Expenses	\$975
<b>TOTAL</b>		<b>\$72,713</b>

**AECOM TEAM STAFFING PLAN**

Staff Name	Title	Hours per Task							Total Hours
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## **SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION**

### **ITEM 1501-03: Approving the Selection of AECOM as the Consultant for the SJTPO FY 2015 Air Quality Assistance Project**

#### **PROPOSAL**

The Selection Committee recommends that the Policy Board approve the selection of AECOM Technical Services, Inc., (AECOM) in association with URS Corporation, Parsons Brinckerhoff, Michael Baker International, and ACT Engineers for the SJTPO FY 2015 Air Quality Assistance Project.

#### **BACKGROUND**

At its November 10, 2014 meeting, the Technical Advisory Committee vested consultant selection authority in a committee consisting of SJTPO, Atlantic County, Cumberland County, and the South Jersey Transportation Authority (SJTA). At its January 12, 2015, meeting, the Technical Advisory Committee approved the consultant selection committee's recommendation of AECOM/URS to be selected for this project. The draft final scope of work includes a total cost of \$72,713 with a 12.69% Disadvantaged Business Enterprise (DBE)/Emerging Small Enterprise (ESBE) allocation. If this contract is awarded, the total SJTPO DBE/ESBE participation rate to date for FY 2015 would become 11.8%.

The Notice of Availability of Requests was sent to approximately 130 individuals and firms, and one proposal was received by the Selection Committee.