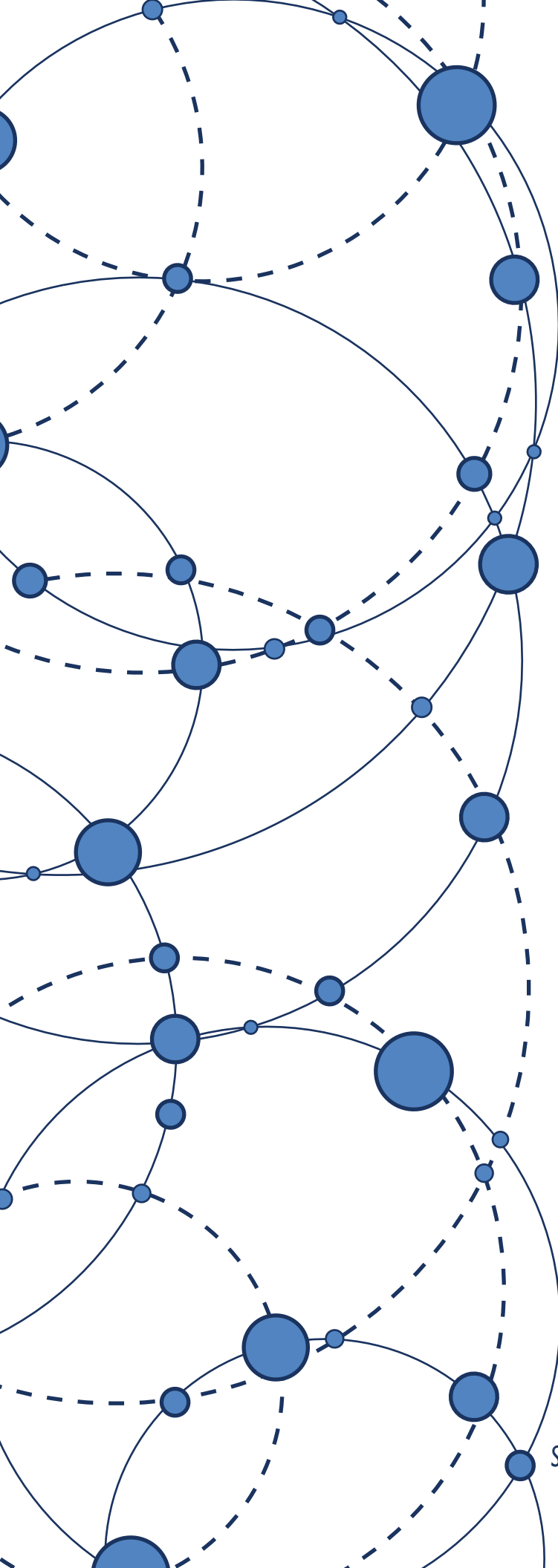


ON-CALL PLANNING SERVICES

RFP TM-23-01

December 22, 2022



Submitted by



EXPERIENCE | Transportation

TABLE OF CONTENTS



COVER LETTER



UNDERSTANDING OF THE SCOPE & SPECIFICATIONS



EXPERIENCE & QUALIFICATIONS OF FIRM

- Firm Profiles
- References & Organizational Chart
- Key Personnel Qualifications
- Relevant Experience



SUBCONTRACTORS & DBE PARTICIPATION

- Subcontractor List
- DBE Certification
- DBE Participation Plan



ATTACHMENTS & PRICE QUOTE

- Acknowledgment (Corporation)
- Acknowledgment of Addenda
- DBE Certification
- Fly America Certification
- Lobbying Certification
- Non-Collusion Affidavit
- Power of Execution
- Price Quote
- Qualification Certification
- Subcontractors & DBEs
- Suspension/Debarment Certification

December 22, 2022

Mr. Richard Appelhanz
Topeka Metropolitan Transit Authority
201 N. Kansas Ave
Topeka, KS 66603
785.233.2011

RE: On-Call Planning Services - RFP TM-23-01

Dear Mr.Appelhanz and Selection Committee Members:

TranSystems is pleased to submit this proposal for professional services to the Topeka Metro to provide on-call planning services. The TranSystems team possesses all the unique qualifications to provide the depth of knowledge and experience unmatched by our competitors. Our team has had the pleasure of working with regional transportation agencies, including the Kansas Department of Transportation's Planning Division and Kansas City Area Transportation Authority.

TranSystems is a recognized national leader in the planning industry, and we have a robust staff eager to apply this national expertise to assist Topeka Metro in its planning efforts. Jon Moore, AICP, will lead our team as an accomplished project manager. Jon is looking forward to bringing his expertise and passion to this program. TranSystems has also carefully selected additional firms to provide technical expertise for this Plan; TransPro for transit planning and strategic planning assistance and Vireo for public engagement. Our key professionals bring a combined 80+ years of transit planning experience to this program.

The TranSystems team and our partners offer familiarity and a national record of providing exemplary planning services. We believe we have a strong team, and we are your best choice for this project based on the following distinct advantages:

- **Experienced in On-Call Project Management**
- **Comprised Team of a Variety of Transit Experts**
- **Proven Work History with Topeka Metro Staff**

We are excited to continue working with the Topeka Metro. If you have questions or want additional information, please let us know at 816.329.8600 or jcmoore@transystems.com.



Jon Moore, AICP
Project Manager



Frank Weatherford, PE
Principal



TranSystems
2400 Pershing Road, Suite 400
Kansas City, MO 64108
P 816.329.8600
www.TranSystems.com



TranSystems is pleased to submit our proposal for on-call consulting services to Topeka Metro. We have existing Project Management On-Call contracts with the Kansas City Area Transportation Authority, the Kansas Department of Transportation (KDOT), the Missouri Department of Transportation (MoDOT), and the Federal Transit Administration (FTA). We fully understand the process of working with an agency to develop task orders and manage the on-call process. Our team has provided services ranging from Transportation Planning and Scheduling to Grant Management confirming FTA compliance with transit projects to Emergency Management Planning. Through our current and past projects, we understand the type of requests that can be asked of an on-call consultant, and we know how to manage those expectations.

- **Invested Interest:** Our team of experts is committed to helping Topeka Metro achieve its vision and goals. Your goals are our goals!
- **Team of Experts:** We have assembled a team of experts to provide the best team for the Topeka Metro. We will also be supported by subcontractors who will support our staff in important roles in each IDIQ category. In addition to TranSystems, the team includes **TransPro**, a transportation planning firm, and **Vireo**, who would handle any public involvement or potential landscape architecture needs.

PROJECT UNDERSTANDING

TranSystems understands that the Topeka Metro is seeking a qualified firm to provide its on-call planning services. TranSystems will be the prime consultant for the on-call planning services and will be accompanied by TransPro and Vireo. The TranSystems team has extensive experience in transit planning, including fixed-route planning, paratransit, on-demand mobility operations, management, scheduling, procurement processes, and safety oversight. TranSystems has emerged as a specialist in evaluating and implementing fixed-route and mobility management concepts that focus on delivering the most suitable type of service in a given area, whether the best service is fixed-route, paratransit, micro-transit, or on-demand mobility service. We aim to help transit providers improve their operations to serve their customers better. TranSystems expertise includes working with a range of agencies, from very small to very large, in all parts of the country. Services we have helped those agencies include—public transit providers, non-profit organizations, human service agencies, and coalitions of regional and local partners—to evaluate, redesign, and implement differentiated service delivery options that coordinate services between various modes and multiple transportation providers. TranSystems has experience developing coordination and cost-sharing strategies for transit systems with multiple providers. Key team members have operations expertise and experience in implementing innovative service delivery options, so we know firsthand the challenges of managing and operating services. We also have extensive experience assisting small and large agencies with procurement processes that ensure FTA compliance. The depth and breadth of our expertise, combined with our ongoing national research into innovative and effective practices, have made us nationally known experts in program management.

As noted, we have worked with other State DOTs on similar task order contracts for the last 20 years, and we possess a deep understanding of state requirements, including those of KDOT. Our team is composed of public and private sector experience in the transit industry, giving us a fundamental understanding of the FTA and its increasing focus and detailed scrutiny of the use of federal funds. In the following paragraphs, the study team has outlined its general approach to and background in the tasks outlined in the RFP.

TASK I: FTA COMPLIANCE

TranSystems has 20 years of experience working with the FTA on compliance and design requirements at local and national levels. Our team has a strong relationship at all levels of leadership in FTA's Region 7 office, and we understand their needs in confirming project compliance. The TranSystems team has extensive experience with grant-funding oversight. The TranSystems team is currently assisting KDOT with FTA environmental clearance and compliance on various projects throughout Kansas, including several with Topeka Metro. Part of that work includes preparing Title VI documentation, working with KDOT to establish DBE goals on projects, and ensuring that each project meets all FTA requirements. We will leverage those relationships to confirm each project meets the FTA requirements and regulations. TranSystems is a trusted advisor to both the FTA and FRA. TranSystems will use its experience as an FTA and FRA Program Management Consultant to develop an action plan ensuring compliance with federal grant requirements avoiding schedule delays or budget issues.



Project Manager, Jon Moore, has various experiences with the triennial review process in both a rural and urban context. His resume includes a range of responsibilities beginning as a consultant visiting agencies across Kansas, processing triennial reviews of all 5311 and 5310 grant sub-recipients. Jon's tenure at KDOT as their State Public Transit Manager included bringing his attention to the triennial program's management and staying involved as necessary through KDOT's state management review. Keeping up-to-date with recent FTA grantee oversight workshops, he also participated in KCATA's Urbanized Area Formula Grant triennial review as their Planning and Scheduling manager.

In today's environment of limited resources for project funding, a strategic approach is required to secure funds for infrastructure investment. TranSystems has successfully secured federal discretionary funds through federal programs such as RAISE. Our team brings the expertise of Robert Mariner, who was responsible for developing federal grant policies and procedures during his 16-year career at USDOT. He reviewed over 10,000 federal grant applications, and he can provide training to your internal team so that they understand federal discretionary programs. TranSystems is primed to support your projects with our depth of experts in engineering, analysis, and grant writing. Our Grant Program Development and Application Assistance is tailored to our clients. Using our services, we can assist with setting priorities for the projects that the Client participates in and help to organize requests for support.

TASK 2: FINANCIAL PLANNING

The TranSystems team has expertise in FTA-funded procurement processes, including those outlined in the scope of services. Currently, TranSystems is assisting KDOT in managing its Access, Innovation, and Collaboration funding program. Eligible projects include capital projects to replace, rehabilitate, purchase, or lease buses, vans, and related equipment (including intelligent technology and software) and rehabilitate, purchase, construct, or lease bus-related facilities. Eligible applicants include local governments, transit providers, tribal nations, and non-profits. The project consists of assisting KDOT with managing the call for projects, including facilities, the selection process, and project implementation to ensure projects follow FTA regulations. TranSystems is also managing the procurement process for bus and bus equipment. The project team understands the various procurement and bid requirements based on the overall dollar amounts of each project. Additionally, as part of the process, TranSystems' planning and environmental staff perform feasibility analysis, alternatives analysis, and NEPA documentation for the facility projects to meet FTA requirements. The team works with KDOT to host regional and virtual workshops to explain the criteria for the program and assists agencies in applying for grant money to fund their projects.

TASK 3: TRANSPORTATION PLANNING & OPERATIONS MANAGEMENT

The TranSystems team has the expertise and capability to perform all transportation and transit planning tasks outlined in the scope. The planning process starts with understanding the needs and gaps associated with each unique type of study. Once there is an understanding of the study area, various service recommendations can be made that meet those needs. That general approach, as fully outlined below, would be tailored to each specific task order for the following potential types of studies:

- Ridership Studies
- Origin and Destination Studies
- New Route Development
- Evening & Weekend Service
- Commuter Studies

To assess unmet needs for transit service and project future transit demand, our team could analyze demographics, land uses, and regional travel patterns to understand ridership locations and trip destinations.

Analysis of Demographics, Land Use, & Regional Travel Patterns: Based on the combined knowledge gained from the demographic, land use, and regional travel patterns analysis, our team will identify potential new service areas in the region. TranSystems will develop service concepts for the most promising potential areas that would best support a variety of service delivery types.



Information that will be used to identify potential new service areas will be augmented through a site visit and discussion with stakeholders. This information will likely include the following:

- **Major travel generators (employment centers, shopping areas, community centers, medical facilities)**
- **New residential developments**
- **Services identified in previous studies**
- **Public service requests**
- **Input from the Topeka MPO, transit agencies, social service agencies, and city staff**

The characteristics of each identified area could be summarized in a simple matrix to evaluate the overall potential for each possible service area and for developing new services. Potential recommendations would focus on providing efficiency and enhancements to meet unmet needs respective to each unique study area. New service could take several innovative forms, such as:

Modifications to Existing Fixed-Route Service: Some areas immediately adjacent to areas currently served by fixed-route transit could be served through extensions of those routes. In most cases, an extension would require an additional bus on the route. Therefore, potential fixed-route extensions would need to be productive enough to use the additional bus. In contrast, split or combined routes can be explored if there is little anticipated ridership traveling through a major generator or a high number of transfers between routes.

New Fixed-Route Service: New fixed-route service could be warranted in other areas, which may be preferred in areas where significant demand is expected for local trips rather than trips with destinations spread over the entire service area. New routes may also be preferred in areas where a simple route extension option does not exist, but a transfer connection is possible. New routes will likely need to be scheduled so a timed transfer can be made with an existing route.

New Flex-Route Services: In some areas, a clear route alignment for a new service may not be apparent, given the available information. Such areas could be served with flex-route services, such as a route-deviation, point-deviation, or special demand-responsive service zone. Such services can be implemented as interim services until ridership patterns are established, indicating where fixed-route service can be effectively operated.

Mobility Hubs: Mobility hubs that focus on the first-mile and last-mile connections to jobs and other services are an innovative means to provide service in low-density areas.

On-Demand Service: On-demand service or various flexible options, including micro-transit, ride-sharing, employer shuttles, vanpool, and other shared micro-mobility devices, i.e., e-bikes and e-scooters.

Commuter Service: Recommended commuter Service could include service between Lawrence, Topeka, and Manhattan.

Alternative Fuel Vehicles: Should the interest in alternative fueled vehicles arise, the study team has experience in evaluating the feasibility of the various alternative fuels, including propane, CNG, and electric.





PUBLIC MEETINGS AND STAKEHOLDER ENGAGEMENT

The TranSystems team has an extensive background in public involvement strategies and engaging stakeholders similar to Topeka Metro’s planning sessions. Potential public involvement activities could include the following:



Meetings

- Creative Virtual Meetings
- Stakeholder Advisory Committee Meetings:
- Pop-Up Meetings
- Print Materials



Interactivity

- Dot exercises and mapping activities for defining key destinations and ideal routes
- Quick Response (QR) Codes
- iPads that provide access to Google maps, searches, and commenting tools



Digital Engagement and Communications

- E-mail Marketing
- Electronic Publication
- Media Coordination



Social Media

- Facebook Page
- Twitter



TASK 4: TRANSIT PROGRAM ASSESSMENTS & EVALUATIONS

Task 3 outlined the various skillsets that the project team encompasses. In Task 4, the TranSystems team illustrates how those skillsets are applied across transit projects locally and across the country. The team is very prepared to participate in service planning, operational efficiency analysis, and system performance and evaluation projects related to transit service improvement plans. Several examples of our expertise are outlined below to provide Topeka Metro with the possibilities of various service evaluations we could perform.

TranSystems served as a subconsultant to perform a Transit Development Plan for Fairfax County, Virginia. The project included conducting on-board surveys, ride-checks and resident surveys, extensive public involvement, and a complete route analysis and development of alternative service plans. Recommendations on future locations and size of transit-supportive facilities, including park-and-ride lots, transit centers, transit stores, and bus maintenance facilities, were also included. An implementation plan, including project prioritization, served as a ten-year blueprint for transit service in the County. Following TranSystems participation in developing Fairfax County’s first Transit Development Plan, our team assisted the County in implementation of the Plan. TranSystems was also selected to develop the 2016-2025 Comprehensive Transit Plan and Transit Development Plan Update.

TranSystems developed a major update to the Transit Development Plan for the Lake-Sumter County Metropolitan Planning Organization in central Florida. The update included evaluation of service expansion alternatives, estimation of future ridership on new and existing services, comparison of alternative expansion options, estimation of capital and operating cost needs, a vehicle replacement plan, a comparison of expected costs to available funding sources, and a ten-year financial plan.



TranSystems implemented high-priority transit strategies for the New Haven, Connecticut area. The study focused on identifying new transit hubs, route simplification, identifying locations for new flex-route services, and consolidating shuttle services in downtown New Haven. The project identified several locations for transit hubs and as well as modifications to the bus route network to best connect the hubs. A plan was developed to restructure routes in three corridors to reduce the number of route variations and to eliminate the need for special night and weekend combination routes.

TranSystems performed a Comprehensive Service Analysis of the Greater Attleboro-Taunton Regional Transit Authority's (GATRA) fixed-route bus services. The analysis examined the effectiveness of each route and identified opportunities to establish new services to underserved areas. The study was augmented by an additional task to examine the needs of four new member communities in the region.

TranSystems assessed options for coordination of ADA paratransit and other demand responsive transportation services in the greater Kansas City area. The study explored the possible coordination of ADA services provided by KCATA, Unified Government Transit, and the City of Independence as well as broader mobility management services among other transportation services in the region. Through additional input from the Mobility Advisory Committee, four preferred coordination options were selected as priorities for the region: 1) coordination of ADA paratransit services; 2) regional eligibility determination; 3) expanded information and referral services (one-call-one-click center); and 4) improved public information. TranSystems developed detailed implementation plans for the identified priorities as well as basic information for other potential coordination options.

The TranSystems team's analysis of transit trends, results in our successful preparation of Plan documents that are both technical as well as easy to understand for the general public. Subsequently, we have become skilled in developing advisory documents, procurement documents, strategic plans, handbooks, and other documents with supporting graphics that summarize complicated data efficiently and effectively in order to bring the reader along. To support the summary reports, we typically provide technical reports as part of appendices or stand-alone documents to provide the backup data.

Providing cost efficient and effective bus transit service is the basic goal that all public transportations agencies strive to achieve. To attain this goal, public transit agencies may choose to design their services around clear and defined standards as well as a process to monitor the results achieved and to respond accordingly. This requires service design standards, a performance measurement system, and a continuous service evaluation policy. This process would identify existing best practices in transit service planning and develop a toolbox that could be adapted to fit the needs of Topeka Metro for all transit service planning, specifically to include Service Design Standards, Service Performance Measurements, and a standard Service Evaluation Methodology. This research effort provides a summary of best practices and provides a "template" process tool that can be adapted and customized for use by all sizes public of transit agencies.

TASK 5: EMERGENCY MANAGEMENT & SAFETY OVERSIGHT ●-----

The TranSystems team has expertise in preparing emergency preparedness plans that match Transportation Security Administration (TSA) and Department of Homeland Security (DHS) regulations. The team can evaluate any existing security and emergency management programs to determine the ability to meet reasonable threats with respect to homeland security and protection of employees, contractors and patrons.

The scope could include a threat and vulnerability assessment of Topeka Metro's facilities with recommendations for mitigation approaches to reduce risks. The team could review the physical security program, including policies and procedures, fencing, gate systems, locking and keys, access control, video surveillance systems, and facility lighting for Topeka Metro properties. This could include an evaluation of existing emergency plans; their adequacy to address expected scenarios, adherence to industry best practices, and determination of the organization's ability to comply with the written procedures. The team would develop recommendations for security and emergency program enhancement and antiterrorism infrastructure hardening based on the collected data, observations, and interviews.



Following the security and emergency program assessment, TranSystems can design new CCTV and access control security systems for the agency's properties. The services our team can provide include the design of voice notification, intercom interconnection to the owner's telephone system, intrusion detection, and video detection systems. The systems could be designed to accommodate multiple viewing/monitoring locations with a centralized database for system administration.

RESPONSIVENESS & ACCESSIBILITY

TranSystems will coordinate all correspondence through the project manager designated by Topeka Metro. The project manager will be kept abreast of our progress and any outstanding issues where we need the department's response. As the project manager, Jon Moore will send regular updates regarding work completed and information required from Topeka Metro to the project manager to keep the project on schedule. When needed, we will work with and at the direction of your project managers to coordinate with other staff, local agencies, and other parties to accomplish the project's goals.

Our Information Network is top-notch and is the result of years of investment and ongoing maintenance and upgrades. In the last five-plus years, we have had no data lost and have had no periods of unscheduled downtime due to network issues. TranSystems will utilize various methods to effectively communicate with the project managers and other department staff:

- **Letters – formal communications (e.g. contracts);**
- **Emails – typical project communication and electronic data transfer;**
- **Phone Calls – group discussions or specific project-related discussions;**
- **Virtual Meetings – project issue resolution; and**
- **Face-to-Face Meetings – on-site and in your offices**



Founded in 1966, TranSystems is a multifaceted, national transportation-focused firm that provides consulting, planning, engineering, architectural, and construction services to solve the nation's transportation infrastructure challenges. Headquartered in Kansas City, MO, its 1,500 professionals in more than 50 offices throughout the U.S. perform a broad range of services around five key market sectors – freight, aviation, transit, government, and federal. We are dedicated to enhancing and improving the movement of goods and people to provide a safer, more sustainable, and user-friendly transportation network.

TranSystems offers a complete range of advisory, planning, design, traffic engineering, and construction management services for all modes of public transportation systems.

Key Services

- Transit System Analysis
- Transportation Master Planning
- Bicycle/Pedestrian Planning
- Corridor Planning
- Feasibility Studies
- Traffic Analysis & Engineering
- Utility Infrastructure Planning & Design
- Roadway, Bicycle, & Pedestrian Design
- Environmental Services



TransPro was formed over a decade ago to help municipalities, and public sector organizations like Topeka Metro develop actionable strategic plans that engage every level of the workforce to contribute to the success of their team, department, and, ultimately, to the citizens of Topeka.

Their team has written books on public-sector strategic planning – “Driving Excellence” and “Saving America,” which have been referenced by public-sector leaders worldwide for their insights on performance management for government organizations. TransPro has facilitated the advancement of a culture of excellence through strategic planning and success management for transit agencies in Charlotte, Kansas City, Denver, and Jacksonville – and so many other locations.

Management consulting services come in various shapes and sizes, but only one specializes in the public sector. The TransPro team is loaded with experienced and former public professionals who are industry leaders in management, transformation, operations, planning, and workforce development. Our knowledge of local government and Kansas means Topeka Metro has a partner of subject matter experts that understands the opportunities and applications of potential solutions. For example, the work we completed for KCATA in Kansas City helped secure APTA's 2022 Outstanding Public Transportation System Achievement Award.



Based in Downtown Kansas City, Missouri, Vireo is a landscape architecture, planning, and design firm focusing on public participatory and ecologically-based planning and design. Vireo staff includes landscape architects, community planners, natural resource planners, community engagement specialists, architects, ecologists, and graphic artists. By combining their talents, Vireo allows clients to reach out to people, plan the future, and create sustainable solutions that beautify, engage, and grow their communities in all respects. Vireo's experience ranges from policy development and master planning through site analysis, design, construction, and implementation.

Vireo knows how to engage diverse communities and integrate policy, design, and development at all levels. Vireo's clients include federal agencies, regional planning councils, counties, cities, institutions, and private developers.

Vireo is a certified Women's Business Enterprise.



KCATA

1200 East 18th St.
Kansas City, MO 64108

Dick Jarrold

Deputy CEO
816.346.0356
djarrold@kcata.org

Projects with Dick Jarrold

- KCATA Planning On-Call
- KCATA A/E On-Call
- MARC PSP - Leavenworth/Johnson County



KDOT

Dwight D. Eisenhower State Office Bldg.
700 SW Harrison Street,
Topeka, KS 66603-3754

Cory Davis

Assistant Bureau Chief
785.296.7984
Cory.Davis@ks.gov

Projects with Cory Davis

- **KDOT 5339 Statewide Bus & Bus Facilities Project**
- **KDOT Rail Project Oversight** (*Rail Service Improvement Fund (RSIF), the new Short Line Rail Improvement Fund (SLRIF)*)



Wichita Transit

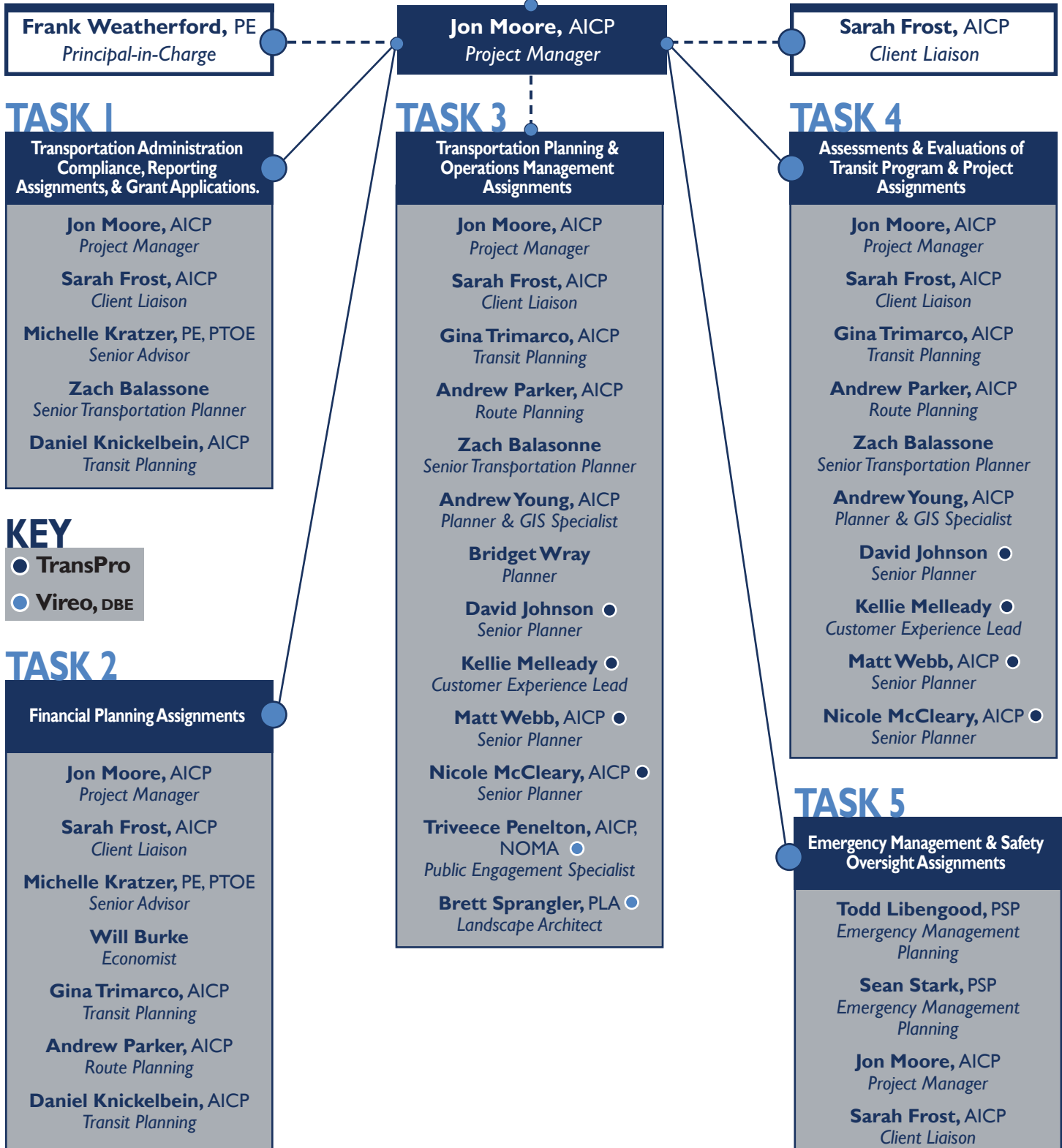
777 East Waterman
Wichita, KS 67202

Michael Tann

Director
316.352.4805
mtann@wichita.gov

Projects with Michael Tann

- Delano Wichita Transit Facility



**CERTIFICATION**

American Institute of Certified
Planners

EDUCATION

MUP, Urban Planning -
Transportation, University of
Kansas

YEARS OF EXPERIENCE

10

WORK ON TASKS

1, 2, 3, 4, 5

JON MOORE, AICP | PROJECT MANAGER

Jon is a multimodal planner at TranSystems with experience in public and private sector planning, specializing in transit studies, corridor plans, and transportation demand management programming. Jon was previously at KCATA, where he was responsible for coordinating all transit service planning activities and short-range planning projects, as well as developing and implementing service changes. Before KCATA, Jon was at KDOT and had experience administering the FTA grant programs and managing transportation planning and implementation activities, such as the statewide public transportation regionalization effort. Jon is passionate about developing transportation solutions that provide mutual benefits to a wide range of customers. *Jon can assist with all tasks.*

SIMILAR PROJECT EXPERIENCE

- **Ride KC-Johnson County Transit Route Scheduling**, Johnson County, KS
- **MoDOT Rail Program Management**, Statewide, MO
- **KDOT 5339 Bus & Facility Program**, Statewide, KS
- **KDOT Rail Project Oversight**, Statewide, KS
- **KDOT Regional Transit Business Model Implementation**, Statewide, KS*
- **Lenexa Complete Streets Plan**, Lenexa, KS*
- **GOCOMO Bus Service Evaluation**, Columbia, MO*
- **Gillham Road Corridor Bike Connections Plan**, Kansas City, MO*
- **KCATA/UG/KCK 7th St. Corridor Project Development Study**, Kansas City, MO*

* projects prior to TranSystems

**CERTIFICATION**

American Institute of Certified
Planners

EDUCATION

MUP, Urban Planning -
Environmental Land Use,
University of Kansas

YEARS OF EXPERIENCE

17

WORK ON TASKS

1, 2, 3, 4, 5

SARAH FROST, AICP | CLIENT LIAISON

Sarah leads the Kansas City Program Management team and is a transportation and environmental planner with 17 years of experience in transit system analysis, land use planning, site design, transit feasibility analysis, and development. Her primary expertise involves planning studies, including socio-economic analysis for various types of transportation and community development projects such as transit facilities, intermodal facilities, freight plans, transportation master plans, and economic development studies. Sarah is an experienced project manager who has led various planning projects. Sarah utilizes her strong communication skills to ensure that projects meet project sponsor and stakeholder needs. Sarah has a great understanding of traffic impact analysis, including access modification studies and capacity analysis. *Sarah can assist with all tasks.*

SIMILAR PROJECT EXPERIENCE

- **KCATA Project Management On-Call Consulting**, Kansas City, MO
- **KDOT 5339 Bus & Facility Program**, Statewide, KS
- **Delano Wichita Transit Facility**, Wichita, KS
- **Leavenworth & SW Johnson County Transit Studies**, Leavenworth & Johnson County, KS
- **Compressed Natural Gas Fleet Conversion Study**, Johnson County, KS
- **Joplin Transit Systems Analysis**, Joplin, MO
- **OATS Regional Feasibility Studies**, Statewide, MO
- **Transit Plan Update**, Manhattan, KS
- **Arkansas Transit Asset Management**, Statewide, AR



GINA TRIMARCO, AICP | TRANSIT PLANNING

Gina is a senior planner with extensive experience in transportation, land use, and environmental planning skills. She has been responsible for various planning responsibilities, including transit planning, corridor studies, land use and station area planning, environmental assessments, alternatives analysis, and bikeway and pedestrian plans. Additionally, Gina has experience in grant writing related to various transportation projects. Some of her various grant applications include: an FTA Small Starts application for the Nashville Metropolitan Transit Authority, TIGER grant applications for the Northwestern Indiana Commuter Transportation District (NICTD), a TIGER grant application for the Texas Department of Transportation (TXDOT), an INFRA grant for the TXDOT, and CMAQ grants for the City of Chicago DOT and the City of St. Charles, IL. For each grant, Gina was responsible for researching the grant guidelines, understanding the project scope, identifying the benefits of the project and the merit criteria, and integrating the results of the benefit-cost analysis. *Gina can assist with Tasks 2, 3, and 4.*

SIMILAR PROJECT EXPERIENCE

- **TxDOT 2017 TIGER Grant Application**, *Statewide, TX*
- **IDOT Statewide Public Transportation Plan**, *Statewide, IL*
- **NW Municipal Conference Multimodal Transportation Plan**, *Chicago, IL*
- **ODOT Group Transit Asset Management Plan**, *Statewide, OH*
- **TDOT Transit Technical Assistance Task Order Contract**, *Nashville, TN*
- **Multimodal Transportation Network Study**, *Franklin, TN*
- **Public Transportation System Plan**, *Mount Prospect, IL*

ANDREW PARKER, AICP | ROUTE PLANNING

Andrew is a senior planner with over 17 years of experience in the transportation and transit planning fields, including extensive expertise in route-level planning and scheduling through multiple roles at Chicago Transit Authority (CTA) and Pace Suburban Bus. He has extensive experience using HASTUS (over five years), ARC GIS (over a decade), and the Microsoft Office Suite programs. Andrew has also developed a transit demand index incorporating employment, demographic information, and density in a way that aids in performing comprehensive operation analyses. Besides his transit planning experience, Andrew has been a principal planner on corridor studies, intercity bus studies, transit asset management plans, and bike and pedestrian facility assessments. Additionally, he has over a decade of experience researching grant opportunities to fund state, local, and regional transit plans. Andrew has helped prepare grant applications for federal programs such as ARRA, RAISE, and TIGER; state programs such as ITEP; and regional programs such as STP. *Andrew can assist with Tasks 2, 3, and 4.*

SIMILAR PROJECT EXPERIENCE

- **Ride KC-Johnson County Transit Route Scheduling**, *Johnson County, KS*
- **KCATA Route Scheduling Assistance**, *Kansas City, MO*
- **Joplin Transit Systems Analysis**, *Joplin, MO*
- **WAMPO Transit Accessibility Study**, *Wichita, KS*
- **Leavenworth & SW Johnson County Transit Studies**, *Leavenworth & Johnson County, KS*



CERTIFICATION

American Institute of Certified Planners

EDUCATION

MUP, Urban & Regional Policy,
University of Illinois-Chicago

YEARS OF EXPERIENCE

40

WORK ON TASKS

2, 3, 4



CERTIFICATION

American Institute of Certified Planners

EDUCATION

MS, Community & Regional
Planning, University of Texas

YEARS OF EXPERIENCE

17

WORK ON TASKS

2, 3, 4



REGISTRATIONS

Professional Engineer: KS, MO

EDUCATION

MS, Civil Engineering, University of Missouri-Columbia

YEARS OF EXPERIENCE

40



REGISTRATIONS

Professional Engineer: MO
PTOE

EDUCATION

MBA, Business Administration, William Woods University

YEARS OF EXPERIENCE

27



CERTIFICATIONS

Certified Safety Specialist-
Transit Bus

EDUCATION

MPA, Public Administration, University of Dayton-Ohio

YEARS OF EXPERIENCE

15

FRANK WEATHERFORD, PE | PRINCIPAL-IN-CHARGE

Frank is a principal of TranSystems, specializing in state departments of transportation and municipal transportation engineering, innovative financing, public involvement, and program management. He also serves as principal-in-charge of the site and civil engineering projects involving parking facilities, storm drainage systems, and water distribution for private clients and city governments. Additionally, Frank has worked with many clients to develop alternate funding to make their projects a reality. Funds include public and private funding, soft match funds, TDDs, and TIFs. On behalf of the KCI Tax Increment Financing District, Frank developed a three-way partnership to fund a \$10 million improvement project at the Interstate 29 and Tiffany Springs Parkway interchange in Kansas City, Missouri. Frank also provided program management services, innovative funding consultation, and public involvement for the \$40 million Horizons Project Transportation Improvement program. *Frank will oversee the contract.*

SIMILAR PROJECT EXPERIENCE

- **KCATA On-Call Services, Kansas City, MO**
- **KCIC BVIA Transportation Study, Kansas City, MO**
- **KCATA Rock Island Transitway Scoping Study, Kansas City, MO**
- **On-Call Services-Land Development Plan Review, Kansas City, MO**
- **MoDOT Highway-Rail Grade Crossing State Action Plan, Statewide, MO**

MICHELLE KRATZER, PE, PTOE | SENIOR ADVISOR

Michelle is a key leader for TranSystems' Central Region Multimodal Planning practice. She brings more than 27 years of experience with the Missouri Department of Transportation (MoDOT) and ten years of experience as their Multimodal Director leading MoDOT's Aviation, Rail, Transit, Waterways, and Freight programs. As Multimodal Director, Michelle worked with elected officials to appropriate the multimodal budget and address proposed legislation and constituent inquiries. Her passion is connecting people and enhancing the movement of goods safely and efficiently across today's integrated transportation infrastructure. *Michelle can assist with Task 1 and 2.*

SIMILAR PROJECT EXPERIENCE

- **KDOT Statewide Freight Rail Plan, Statewide, KS**
- **2050 Metropolitan Transportation Plan: Freight Component, Chicago, IL**
- **Miami-Dade Transportation Planning Organization COVID-19 Freight Impact Analysis, Miami-Dade County, FL**
- **TxDOT Grant Applications for Rail Crossing Elimination Program, Statewide, TX**
- **TxDOT Freight Mobility Plan, Statewide, TX**
- **TxDOT Section 130 Program Assessment, Statewide, TX**

ZACH BALASSONE | SENIOR TRANSPORTATION PLANNER

Zach is a senior transportation planner with experience working on various planning initiatives for federal, state, and local government clients on both the agency and the consultant sides. He has assisted multiple DOTs and municipalities across the country with human service transportation planning, FTA grant program management, sub-recipient compliance, and technical transit services. Zach thoroughly understands FTA and state policies related to transit agency compliance, FTA grant administration, and oversight monitoring. Zach's robust project experience includes transportation planning, GIS and graphic design services, freight planning, project management, economic development, land use planning, transit operations and planning, grant writing and management, budgeting, and finance. Additionally, Zach has extensive park & ride experience.

Zach can assist with Tasks 1, 3, and 4.

SIMILAR PROJECT EXPERIENCE

- **Arkansas Transit Asset Management Plan, Statewide, AR**
- **Ozark Regional Transit Asset Management, Springdale, AR**
- **FDOT Public Transportation Assistance/Support Services, Statewide, FL**
- **Jacksonville Transportation Authority Bus Rapid Transit, Jacksonville, FL**
- **FTA Section 5310 Grant Training, Compliance and Oversight, LYNX, Orlando, FL**



CERTIFICATION

American Institute of Certified Planners

EDUCATION

BA, Political Science,
Macalester College

YEARS OF EXPERIENCE

7

DANIEL KNICKELBEIN, AICP | TRANSIT PLANNING

Daniel is a transportation planner with seven years of experience. Before joining TranSystems, he was the Transportation Director for the DuPage Mayors and Managers Conference (DMMC). Before working at DMMC, Daniel was the Government Affairs Manager for the Broward Metropolitan Planning Organization (Broward MPO) in Fort Lauderdale, Florida. He is knowledgeable about the various local, state, and federal funding programs available that can help make a project a reality. Daniel is one of TranSystems' grant specialists, focusing on understanding the various local, state, and federal grant sources available to communities and then helping communities complete strong applications for projects from roadway resurfacing to complete street enhancements. *Daniel can assist with Task 1 and 2.*

SIMILAR PROJECT EXPERIENCE

- **TxDOT Grant Applications for Rail Crossing Elimination Program, Statewide, TX**
- **NIRPC 2050 Metropolitan Transportation Plan, Northwest IN**
- **DPMPC Transportation Planning Consultant, Oak Brook, IL**
- **Chicago Transit Authority Red Line Extension FEIS/ROD, Chicago, IL**
- **DuPage County Mobility Plan, DuPage County, IL**
- **Northwest Corridor Bus Rapid Transit Study, Columbus, OH**



EDUCATION

BS, Business Administration,
Suffolk University

YEARS OF EXPERIENCE

4

WILL BURKE | ECONOMIST

Will is an economist with a background working in public policy. He graduated from Suffolk University in Boston and has held previous positions related to economic research and public policy education. Will joined our Federal Grants team as our economist supporting work on the Benefit-Cost Analysis requirements. In addition to grants work, Will's skills in a variety of economic analyses and other policy review topics will be utilized on various projects. *Will can assist with Task 2.*

SIMILAR PROJECT EXPERIENCE

- **ODOT US Route 24 - County Road At-Grade Intersection Feasibility Study, Defiance, OH**
- **BNSF Corridor Grade Crossing Separation, Fort Worth, TX**
- **TxDOT Grant Applications for Rail Crossing Elimination Program, Statewide, TX**
- **Rittiman & Walzem Grade Separation Feasibility Study, San Antonio, TX**
- **TXDOT US 90 Grade Crossing Separation Project BCA, Statewide, TX**
- **TXDOT Amtrak Corridor Grade Crossing Upgrades, Statewide, TX**



CERTIFICATION

American Institute of Certified Planners

EDUCATION

MRCP, Regional & Community Planning, Kansas State University

YEARS OF EXPERIENCE

5

ANDREW YOUNG, AICP | PLANNER & GIS SPECIALIST

Andrew has been a member of the planning team at TranSystems since starting as an intern more than five years ago. While earning his master's degree at Kansas State University, Andrew gained experience working for the Pottawatomie County Economic Development Corporation and the Flint Hills Regional Council. As a requirement for his AICP Certification, Andrew continues his education at seminars and conferences hosted by the American Planning Association. Andrew is driven by his zeal for equitable planning, particularly environmentally conscious initiatives. Andrew brings valuable skills in GIS analysis, communication, and graphics, as well as public engagement strategies to support planning initiatives. *Andrew can assist with Tasks 3 and 4.*

SIMILAR PROJECT EXPERIENCE

- **MARC PSP MLK Safety Improvements, Kansas City, MO**
- **Joplin Transit System Analysis, Joplin, MO**
- **Prairie Village Citywide Traffic Safety Study, Prairie Village, KS**
- **KCMO Sidewalk Survey, Kansas City, MO**
- **KCATA Rock Island Corridor, Technical Review, Jackson County, MO**
- **WAMPO Transit Access Study, Wichita, KS**



CERTIFICATION

HEIghten Intercultural
Competency & Diversity

EDUCATION

MUP, Transportation Planning,
University of Kansas
(Anticipated May 2023)

YEARS OF EXPERIENCE

2



REGISTRATIONS

American Society for Industrial
Security- Physical Security
Professional

EDUCATION

AS, Specialized Technology,
Triangle Tech

YEARS OF EXPERIENCE

31



REGISTRATIONS

American Society for Industrial
Security- Physical Security
Professional

EDUCATION

BS, Electrical Engineering,
Michigan Technological University

YEARS OF EXPERIENCE

17

BRIDGET WRAY | PLANNER

Bridget is a new addition to the planning team at TranSystems. Upon graduating with a Health Science degree in 2020, Bridget immediately took on program management leadership roles. She is exceptionally proficient in analytical research writing and has previous experience as a Program Manager for an HHS grant-funded research program. Aside from her health background, Bridget is pursuing a Master's in Urban Planning and will graduate in 2023 and take the AICP exam. Since joining TranSystems, Bridget's planning experience centers around many facets of transportation, such as rail, multi-modal, and transit-related projects. *Bridget can assist with Task 3.*

SIMILAR PROJECT EXPERIENCE

- **KDOT 5339 Bus & Facility Program, Statewide, KS**
- **KCMO Sidewalk Survey Program, Kansas City, MO**
- **St. Louis Regional Freightway On-Call Planning and Analysis Consulting Services, St. Louis, MO**
- **TxDOT Grant Applications for Rail Crossing Elimination Program, Statewide, TX**
- **FRA TO-East MTAS Monitoring & Tech Support, Philadelphia, PA**

TODD LIBENGOOD, PSP | EMERGENCY MANAGEMENT PLANNING

Todd is a senior security specialist, IT network designer, and implementation project manager and is the team leader for TranSystems' security design and engineering team. Todd is ASIS-certified Physical Security Professional and has direct responsibility for master plans, implementation plans, enterprise solutions, client security programs, security planning, design specification development, cost estimation, contractor selection, and implementation support of many diverse security applications. In addition to designing facility security measures, he has extensive job knowledge in technology and communications for security systems including LAN and WAN networks, wireless point to point, and mesh networks. He has designed cabling and conduit systems for security and access control, intercom, video, fire, and parking control systems. Todd has been responsible for the assessment, design and implementation of security and communication systems at 100+ transportation, aviation and parking facilities. *Todd can assist with Task 5.*

SIMILAR PROJECT EXPERIENCE

- **KCATA PA System, Security Video Management & Access and Key Control Systems, Kansas City, MO**
- **KCATA Security Emergency Preparedness Plan, Kansas City, MO**
- **Delano Wichita Transit Facility, Wichita, KS**

SEAN STARK, PSP | EMERGENCY MANAGEMENT PLANNING

Sean Stark is an electrical engineer and security systems designer in TranSystems' Security Consulting and Design Group. He has eight years of experience designing low and high-volt systems and extensive field experience implementing security designs at customer sites. Sean's expertise includes installing a video surveillance system and integrating those systems with access control and intrusion detection systems. He has also installed sophisticated access control systems in challenging environments, including troubleshooting client issues with malfunctioning systems and coordinating between the client, installers, and equipment manufacturers to solve issues and problems. Sean has also facilitated training seminars to develop product awareness and improve productivity and safety. *Sean can assist with Tasks 5.*

SIMILAR PROJECT EXPERIENCE

- **KCATA PA System, Security Video Management & Access and Key Control Systems, Kansas City, MO**
- **KCATA Security Emergency Preparedness Plan, Kansas City, MO**
- **KCATA Truman Medical Center Bus Stations, Kansas City, MO**
- **CDBG Infrastructure Improvements, Joplin, MO**



EDUCATION

BS, Journalism,
University of Kansas

YEARS OF EXPERIENCE

26

DAVID JOHNSON | SENIOR PLANNER

David Johnson is a trained project manager focused on bridging technology and transportation to ensure agencies remain nimble and adapt as the industry evolves around them. David has also been a leader in transit advocacy, steering the elections to fund one of the nation’s most successful modern streetcar programs. Before moving into transportation, David managed technology projects and quality assurance efforts across a wide spectrum of large-scale enterprise systems to small-scale mobile apps. Before departing the Kansas City Area Transportation Authority earlier this year as Vice President of Planning, David led a system-wide network redesign, a five-zone microtransit deployment, and the completion of a new three-year strategic plan. *David can assist with Tasks 3 and 4.*

SIMILAR PROJECT EXPERIENCE

- **KCATA RideKC Flex Modernization**, Kansas City, MO
- **KCATA “Mobility Momentum” Strategic Plan**, Kansas City, MO
- **KCATA RideKC Next System Redesign**, Kansas City, MO
- **KCATA Prospect MAX**, Kansas City, MO
- **KCATA RideKC Freedom On-Demand**, Kansas City, MO
- **DART Business Plan Update**, Dallas, TX

* projects completed as KCATA staff member



EDUCATION

MBA, Business Administration,
Saint Joseph’s University

YEARS OF EXPERIENCE

2

KELLIE MELLEADY | CUSTOMER EXPERIENCE LEAD

Kellie Melleady is a Customer Experience Lead with a passion for growth and development. She’s always looking for ways to improve processes and enhance customer service quality. At TransPro, Kellie finds immense joy in working with agencies to improve their customer experience, community value, and employee engagement results – using accurate data to drive actionable outcomes. *Kellie can assist with Tasks 3 and 4.*

SIMILAR PROJECT EXPERIENCE

- **VIA Customer Satisfaction & Community Value Surveys**, San Antonio, TX
- **TARTA Customer Satisfaction Survey**, Toledo, OH
- **CDTA Customer Satisfaction Survey**, Albany, NY
- **GCRTA Customer Satisfaction Survey**, Cleveland, OH
- **CATS Customer Satisfaction Survey**, Charlotte, NC
- **RTC Customer Satisfaction Survey**, Las Vegas, NV



CERTIFICATION

American Institute of Certified
Planners

EDUCATION

BS, Resource Development,
Michigan State University

YEARS OF EXPERIENCE

26

MATT WEBB, AICP | SENIOR PLANNER

Matt Webb is a passionate transportation leader who strives to bring thought leadership and value to his clients and the communities he serves. During his career, he has worked for both private and public agency interests. He has delivered a wide range of transportation and feasibility studies as well as transit (FRA & FTA) and highway (FHWA) projects. Matt has also led multiple owner’s representative programs, including Detroit’s M-1 RAIL streetcar project.

Before joining TransPro, Matt was the general manager for the Regional Transit Authority of Southeast Michigan. In this role, he ran the day-to-day operations, advising the 10-member board of directors on policy matters. He represented the agency to external stakeholders, organizations, and community interests and helped launch a regional connector service between Ann Arbor and Detroit. Matt also spent ten years working for the Michigan Department of Transportation, serving in multiple capacities in both regional and central office capacities..

Matt can assist with Tasks 3 and 4.

SIMILAR PROJECT EXPERIENCE

- **UTA Strategic Plan**, Salt Lake City, UT
- **RTD Strategic Plan**, Denver, CO
- **Cherriots Strategic Plan**, Salem, OR
- **TARTA Performance Management**, Toledo, OH



TransPro
Driving Excellence

CERTIFICATION

American Institute of Certified
Planners

EDUCATION

MA, Urban Planning,
Wayne State University

YEARS OF EXPERIENCE

18



vimeo

REGISTRATIONS

American Institute of Certified
Planners & NOMA

EDUCATION

MRCP, Urban Planning,
University of Kansas

YEARS OF EXPERIENCE

22



vimeo

REGISTRATIONS

Professional Landscape
Architect: MO

EDUCATION

BLA, Landscape Architecture,
Kansas State University

YEARS OF EXPERIENCE

21

NICOLE MCCLEARY, AICP | SENIOR PLANNER

Nicole has more than 18 years of public and private sector experience in transportation planning, geographic information systems, data analysis, and performance management. An experienced project management professional, Nicole is passionate about improving mobility systems and organizations through customer-focused, data-driven decisions.

Since joining TransPro, Nicole has accelerated strategic planning and transportation planning practices with new energy and focused on delivering transformational results for public sector clients. *Nicole can assist with Tasks 3 and 4.*

SIMILAR PROJECT EXPERIENCE

- Mecklenburg County Transportation Planning & Consulting Services, Charlotte, NC
- BJCTA Strategic Plan, Birmingham, AL
- City of Wilmington Strategic Plan, Wilmington, NC
- Lane Transit District, Strategic Business Plan, Eugene, OR
- TARC Strategic Plan, Louisville, KY

TRIVEECE PENELTON, AICP, NOMA | PUBLIC ENGAGEMENT SPECIALIST

Triveece is a city planner and public involvement innovator with over 20 years of experience. She's also the creator of the Digicate® software application for community engagement. Triveece works with community organizations and government agencies. Her projects blend community planning with intensive public engagement, education, information sharing, messaging, and branding. Triveece is an Inaugural Steering Committee Member of Planning for Health Equity, Advocacy & Leadership (PHEAL) and an alumna of the Racial Equity Institute. In addition, her work has won the APWA National Exceptional Performance Award - Journalism, WTS Rosa Parks Diversity Leadership Award, a NOMA NAACP Seed Award for Justice, Equity, Diversity and Inclusion in Design, and an AASHTO TransComm Award for Best Video Production Series.

Triveece can assist with public engagement expertise for Task 3.

SIMILAR PROJECT EXPERIENCE

- Leavenworth & SW Johnson County Transit Studies, Leavenworth & Johnson County, KS
- Kansas Active Transportation Plan, Statewide, KS
- WAMPO Transit Accessibility Study, Wichita, KS
- Delano Wichita Transit Facility, Wichita, KS
- Joplin Transit Systems Analysis, Joplin, MO
- Topeka Pedestrian Master Plan & Bicycle Master Plan Update, Topeka, KS

BRETT SPANGLER, PLA | LANDSCAPE ARCHITECT

Brett is a landscape architect with years of professional experience in the public and private sectors. He is committed to designing, supporting, and sustaining healthy and vibrant places, particularly in researching appropriate plant selection and installation in all his designs. His project management experience includes various project types, including parks; public spaces; educational and commercial development; stormwater BMPs; streetscapes; community and residential planning; sports and recreation complexes; and bicycle and pedestrian trail planning and design. His responsibilities included small-scale site design, irrigation design, planting design, graphic presentation, construction drawings, specifications, and observation. *Brett can assist with Task 3.*

SIMILAR PROJECT EXPERIENCE

- 75th Street & Metcalf Avenue Transit Improvements, Overland Park, KS
- State Avenue Connex Transit Corridor, Kansas City, KS
- KCATA Downtown Transit Study, Kansas City, MO
- KCMO Major Street Plan, Kansas City, MO
- KCMO Parkway Standards, Kansas City, MO
- Bannister Road Streetscape, Kansas City, MO



KCATA ON-CALL SERVICES KANSAS CITY, MO

CLIENT

Kansas City Area
Transportation Authority

CONTACT

Dick Jarrold
Deputy CEO
816.346.0200
Djarrold@kcata.org

KEY STAFF

Jon Moore
Sarah Frost
Andrew Parker
Todd Libengood
Sean Stark



RideKC BUS

The Kansas City Area Transportation Authority (KCATA) selected TranSystems for two separate on-call contracts to provide planning and engineering services for five-year terms to assist with various work. The authorized work categories include paratransit operations, management, and scheduling; transit radio communications systems; transit customer information systems; fare collection systems; and architecture and engineering. As part of TranSystems on-call contracts for the KCATA, our team of transit specialists has completed:

- Route Scheduling
- Electric Vehicle Economic Analysis
- Service Center Master Plan
- RideKC Freedom Mobile App Development
- RideKC Mobile Fare Payment Management
- Coordination Study of ADA Paratransit and Other Demand Responsive Services
- Regional Fare Policy and Revenue Model Study
- Regional Fare Technology Review including Ticket Vending Machines and Mobile Ticketing
- Paratransit Operator RFP
- Paratransit Cost Allocation Model and Policy
- Technical Assistance for Fare Policy
- Technical Assistance for Vanpool Program
- Voice Radio System Upgrade
- Security Emergency Preparedness Plan
- Security Systems Evaluations and Engineering
- Prospect Corridor 12th Street, East Village, Transit Center Bus Circulation
- Bus Wash Replacement Design and Construction
- Building Number 1 Canopy Design
- Building Number 2 Roof Top Unit Repair Consultation
- CNG Conversion Feasibility Study
- CNG Conversion Building Modifications Design
- CNG Conversion Fuel Station Construction
- Johnson County Transit CNG Conversion Feasibility Study
- Johnson County Transit CNG Conversion Maintenance Facility Modifications





TRANSIT ACCESSIBILITY STUDY WICHITA, KS

Transit trips typically involve a short pedestrian trip, referred to as the first-mile or last-mile connection, to access a transit stop. Therefore, it is important to provide safe pedestrian connections to transit stops and appropriate amenities to address mobility needs. Of the nearly 1,200 bus stops within the transit network, over 75 percent of the stops are only identified by signage. TranSystems served as the lead consultant to assess ridership patterns and existing transit stop conditions to provide policy, program, and project recommendations to improve the transit user experience.

Overall, the goal of the study was to better align transit routes, bus stops, and amenities with ridership patterns and regional priorities for walkability. The data-intensive analysis reviewed immediate stop characteristics (concrete pad, bench, shelter, trash can, bike rack), area characteristics (sidewalk, crossing, road classification, traffic volume, speed), and public input to inform decision-making regarding improvements. Recommendations included:

- Guidelines for Transit Stop Locations and Amenities (*Policy*): This element included policy-level guidance for the addition, elimination, and consolidation of transit stops. It also included recommended thresholds for stop amenities.
- Potential Corridors for Future Assessment (*Program*): This element identified opportunity areas/corridors for new transit service or road diets. It is anticipated that Wichita Transit would utilize this high-level information to then explore future feasibility studies.
- High-Priority Transit Stops for Improvements (*Project*): This element identified specific transit stop locations that may justify improvements such as sidewalk connections, safe crossings, and additional amenities. The prioritized list of projects will guide decision-making to utilize limited funding efficiently.



DELANO MULTI-MODAL FACILITY WICHITA, KS

The City of Wichita, Kansas and Wichita Transit Services, selected the TranSystems and Walker Consulting team for the architectural and engineering services to design a Multi-Modal Facility located within the Delano area. The proposed Multi-Modal Facility will provide connections and transfers to the following uses:

- Transfers for at least six bus routes that will access the Multi-Modal Facility
- Provide service to express Bus Routes coming off Kellogg (US 54)
- Provide Service to Bus Rapid Transit line on Douglas
- Provide service to the Q (downtown shuttle service)
- Provide approximately 500 parking stalls to be utilized by commuters utilizing various transit services as well as provide parking for area businesses
- Provide accommodations for Intercity carriers such as Greyhound
- Provide electric charging stations for buses and employee/public vehicles

The Multi-Modal Facility will provide accommodations for pedestrians, bicyclists, and scooter riders that may be accessing the site by utilizing adjacent bicycle facilities and sidewalks. The Multi-Modal Facility shall provide space for bike share, scooter rental, and facilities to promote such activities for all seasons, thus making it a truly Multi-Modal Facility. Wichita residents and visitors will be able to walk, bike, scooter, drive or take a bus to this facility, and use Uber/Lyft drop off areas. Once inside, visitors will be able to utilize the following proposed amenities: transit and Intercity bus ticket counters, retail space with shops including coffee, quick pick up food, bicycle shop, and public safety office as examples.

Disciplines provided include, but are not limited to, planning, architecture, grading, drainage, pavement, site utilities, traffic, structural, mechanical, electrical, plumbing, fire protection, fire alarm, signage, accessibility, code compliance, vertical circulation, telecommunications, communications and information technology, stakeholder coordination, landscape architecture, security, geotechnical, survey, cost estimating, sustainability, and interior design.



CLIENT
WAMPO

KEY STAFF
Sarah Frost
Andrew Parker

KEY STAFF
Gina Trimarco
Andrew Young



CLIENT
Wichita Transit Authority

KEY STAFF
Sarah Frost
Todd Libengood

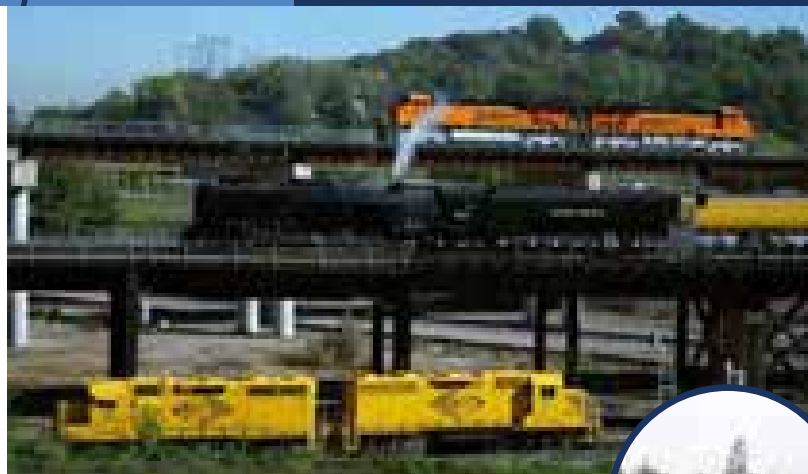


KDOT 5339 BUS & BUS FACILITIES STATEWIDE, KS

The FAST Act has apportioned \$1.75 million annually for the Section 5339 Bus and Bus Facility program. Eligible projects are capital projects to replace, rehabilitate, purchase, or lease buses, vans, and related equipment (including intelligent technology and software), and capital projects to rehabilitate, purchase, construct, or lease bus-related facilities. Eligible applicants include local governments, transit providers, tribal nations, and non-profits.

TranSystems is assisting KDOT with managing the call for eligible projects including facilities, the project selection process, and project implementation to ensure projects follow FTA regulations. As part of the process TranSystems planning and environmental staff performs feasibility and alternatives analysis, NEPA documentation as well as Phase I and II ESA's for the facility projects. TranSystems is also managing the procurement process for bus and equipment purchases as well as facility design and construction.

The team also visited existing transit facilities in Kansas to provide a rating of facility condition that is aligned with the Transit Asset Management facility rating structure, Transit Economic Requirements Model (TERM). The team works with KDOT to host regional and virtual workshops to explain the requirements for the program and assists agencies in applying for the grant money to fund their projects.



KDOT RAIL PROJECT OVERSIGHT STATEWIDE, KS

The Eisenhower Legacy Transportation Program, also known as IKE, has already impacted Kansas's infrastructure by providing additional funding that supports KDOT's local programs. The railroad system has also benefited from these additional funding options as railroad improvements need to be made throughout the state. Between four funding programs – *Rail Service Improvement Fund (RSIF)*, *the new Short Line Rail Improvement Fund (SLRIF)*, Cost Share Program (CSP), and Economic Development Program (EDP) – KDOT awards about \$50 million annually for possible railroad improvement projects.

TranSystems is the consultant for KDOT to support project oversight of the Rail Service Improvement Fund (RSIF) and Short Line Rail Improvement Fund (SLRIF), equating to approximately 40 projects. Project oversight includes providing sufficient qualified staff to meet the requirements of the contract as well as coordination with the KDOT Freight and Rail Unit and the railroad or shipper project sponsors.

TranSystems' monitoring and technical assistance support KDOT's grantees to avoid problems by identifying and implementing mitigations proactively; then, as grants progress, measure progress and address issues. TranSystems' monitoring approach is comprehensive, methodical, and flexible to suit needs that emerge and priorities that change during the life of the grants. TranSystems' overall approach to program support focuses on continuous review and evaluation of the grantee and KDOT processes to:

- a) confirm efficient expenditure of KDOT dollars
- b) encourage project success

TranSystems proactively supports the project sponsors in making good decisions, sharing lessons learned, and providing technical support when needed, and helps course-correct when a project's management is off course, stalled, or unable to deliver successfully.



CLIENT
KDOT

KEY STAFF
Andrew Young
Bridget Wray

Jon Moore
Sarah Frost

CLIENT
KDOT

KEY STAFF
Jon Moore





MARC PSP TRANSIT PLANS LEAVENWORTH & SW JOHNSON COUNTY, KS

KCATA had identified two areas with limited existing transit service but a growing need for connections to jobs and activity centers: 1) *the City of Leavenworth and surrounding areas of Leavenworth County*; 2) *The Southwest Johnson County area, including the growing jobs centers in Gardner and Edgerton.*

Leavenworth City and County: There was very limited public transportation service in the City of Leavenworth and Leavenworth County. The study reviewed options for public transportation in the City of Leavenworth and within the County. An initial focus was needs within the City and connections to activity centers within the City and County and other nearby areas such as western Wyandotte County. The final plan included the type of transit options, services, routes, and funding possibilities that addressed these needs.

Southwest Johnson County: This study reviewed the area's growing jobs base, explored transportation options, and provided recommendations on new approaches to improving access to jobs in southwest Johnson County. The goal of the plan was to improve multi-modal job access. This study provided KCATA, Johnson County, and local communities with an implementable plan to enhance connectivity within southwest Johnson County and better connect this growing jobs center to the rest of the region. Specifically, this study reviewed adding transportation services to provide access to Logistics Park Kansas City and the BNSF intermodal facility. TranSystems prepared a service concept plan with costs, funding mechanisms, and partnership opportunities.

Vireo led the community engagement, simultaneously managing innovative and interactive activities for both plans. The effort involved careful stakeholder management with proven effective engagement tactics. *Key strategies involved: development of central messages; graphic identities; proactive and multi-pronged approach to outreach and communication; and leveraging existing resources, platforms, and tools.*



MARC PSP MLK BLVD. PEDESTRIAN FACILITIES STUDY KANSAS CITY, KS

In partnership with the City of Kansas City and Community Builders of Kansas City (CBKC), the study aimed to advance the city's Vision Zero initiative to eliminate traffic fatalities and serious injuries by 2030.


The study area generally consisted of the 1.3-mile Dr. Martin Luther King, Jr. Boulevard (MLK Boulevard) corridor (*formerly Swope Parkway/Blue Parkway*) from Prospect Avenue to Elmwood Avenue, including surrounding development and land uses. To advance the overall Vision Zero initiative within the study area, the study aimed to:

1. *Improve safety for pedestrians and other vulnerable users*
2. *Increase access to transit and nearby destinations*
3. *Explore a cohesive parkway design*

Phase 1: Existing Conditions Analysis included a document review, mapping exercises, traffic data collection, and site observations to analyze existing conditions.



Phase 2: Plan Development included community engagement, development of multiple improvement alternatives, and presentations to committees.

Phase 3: Final Plan and Implementation featured the preferred alternative based on public input, prioritized corridor improvements, and an implementation strategy.



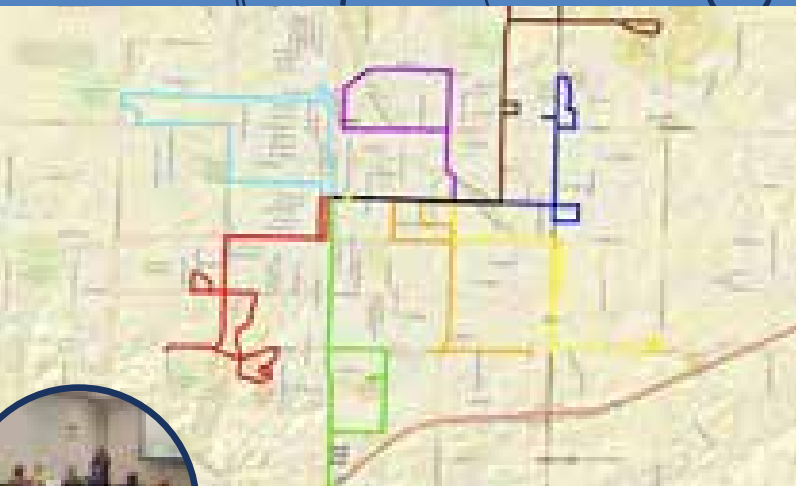
CLIENT
KCATA

KEY STAFF
Triveece Penelton Sarah Frost
Andrew Parker

CLIENT
City of Kansas City, MO

KEY STAFF
Andrew Young



JOPLIN TRANSIT SYSTEM ANALYSIS JOPLIN, MO

In 2020, the City of Joplin initiated the Joplin Transit Comprehensive Operational Analysis (COA) to analyze existing transit services, conduct an alternatives analysis, and identify future service plans in the greater Joplin region. A market analysis provided current and projected demographic, employment, land use, and transportation choice information to plan future transit changes in the study area. The extensive information was combined to create a customized Transit Demand Index to capture and identify the greatest demand for transit service numerically. A service analysis of the three existing flex routes also reviewed productivity, reliability, and subsidy performance measures to understand if any routes should be modified or eliminated. In addition to the technical analysis, stakeholders were engaged to provide input during the market analysis, visioning, and alternatives phases. Based on the analysis, short-term, mid-term, and long-term route recommendations were developed:

Short-Term: Based on the performance measure analysis, the existing Green Flex Route was restructured to eliminate low-performing segments.

Mid-Term: A new transfer facility was recommended near the geographic center of the proposed service area to serve the existing three routes and eight proposed new routes.

Long-Term: Four route extensions are proposed to grow service areas outside the City of Joplin. Specific route times also considered aspects such as shift times at major employers.

A route profile sheet was created for each proposed transit route that included stop information, example schedules, and estimated operational and capital costs to enable the City of Joplin to advance the recommendations. Vireo developed and led the multi-pronged community engagement for the project. The analysis considered trends, emerging needs, what generates a transit trip, and existing and future ridership.



KCATA PROJECT MANAGEMENT CONSULTING KANSAS CITY, MO

The Kansas City Area Transportation Authority (KCATA) selected TranSystems as a sub-consultant to Burns and McDonnell to assist KCATA in establishing and implementing a Project Management Office (PMO) structure within the agency. The PMOC assists with developing a comprehensive Project Management system by building upon existing standards and procedures and assuring compliance with Federal Transit Administration (FTA) project procurement and management requirements.

This five-year on-call contract will primarily support design and construction projects on the administration and storage buildings within the KCATA campus. As part of this project, the consultant team will plan for and ensure that KCATA's day-to-day operations are not impacted.



CLIENT
City of Joplin, MO

KEY STAFF

Andrew Young	Sarah Frost
	Andrew Parker

CLIENT
KCATA

KEY STAFF
Sarah Frost



KCATA

CDTA

STRATEGIC TRANSFORMATION KANSAS CITY, MO

Beginning in July 2018, TransPro worked extensively with KCATA senior management, Board, and staff to guide the organization through multiple projects as part of the transit agency's strategic planning process.

Through collaborative engagement of staff members and a workshop with the Board, TransPro worked with KCATA to develop a new mission, vision, and definition of success to guide the agency through a transformation and alignment of work projects with a performance scorecard.

Like all of the strategic plans developed by TransPro, the work activities outlined in the plan were aligned with financial resources to complete the work. KCATA ultimately defined and developed three strategic areas of focus tied to measurable outcomes, 25 work tactics for the year, and 24 metrics in the agency's new performance scorecard. The pillars of focus related to:

- *Ridership Revenue*
- *Relationships*

Along with the strategic plan, KCATA ushered in a new way of doing business and culture change that began with leadership at the management level.

TransPro facilitated DiSC profile assessments and held on-site workshops with the KCATA leadership team to align them on effectively integrating the strategic plan and performance scorecard in daily, weekly, monthly, and quarterly workflow and meetings.

CUSTOMER SATISFACTION SURVEY ALBANY, NY

TransPro was recently engaged with CDTA to conduct our second wave of surveys for STAR Paratransit services and complete a baseline wave of fixed route.

CDTA last completed the Wave 1 STAR customer satisfaction survey in January 2021 to serve as a baseline. Wave 2 was conducted to validate the baseline established in Wave 1 and assist in driving management decisions.

CDTA desired to have an updated benchmark of customer impressions for fixed route services that could be compared to other public sector transit agencies across the country

The customer satisfaction survey instrument was developed to gauge customer satisfaction with CDTA. These survey questions allow customers to inform CDTA which aspects of the service are most important to them and gauges their levels of satisfaction and impressions of the system's performance in each of those areas. TransPro collects a statistically valid sample CDTA's customers. TransPro conducted a full statistical analysis of the survey results, presented these results to the CDTA Management Team.

Services Provided

- *Customer Satisfaction*
- *Questionnaire Development*
- *Survey Methodology Design*
- *Survey Administration / Fielding*
- *Data Analysis*
- *Presentation of Results*
- *Population of Information Systems*



CLIENT
KCATA

KEY STAFF
Matt Webb
David Johnson (Owner PM)

CLIENT
Capital District Transportation Authority

KEY STAFF
Kellie Melleady





¡Usemos scooters!



Plan de Transporte Activo de Kansas

KS ACTIVE TRANSPORTATION PLAN STATEWIDE, KS

“Active transportation” is walking, using a wheelchair or scooter, bicycling, roller skating, or skateboarding for transportation. Working closely with national and local experts in planning, design, and safety, the Kansas Department of Transportation (KDOT) developed the state’s first Active Transportation Plan (ATP) in 25 years. The ATP examines the needs of people who walk, cycle, use mobility assistance devices, scoot, and more. It also focuses on how things can be improved through better policies, planning, design, and partnerships with other state agencies and local communities.

Vireo coordinated and managed engagement and communications for the project. As part of the process, Vireo led the development of the award-winning *Giving the Gift of Active Transportation Public Service Announcement* and the *Active Transportation Is...* video series. In addition, Vireo developed General and Target Audience opinion surveys, social media content, and management; held virtual Focus Group Discussions and Online Public Meetings; and facilitated discussions during Core Team and Technical Advisory Committee Meetings. Vireo also developed the Active Tourism Toolkit as an ATP’s implementation element.



75TH ST. & METCALF AVE. TRANSIT IMPROVEMENTS OVERLAND PARK, KS

Vireo worked with the Mid-America Regional Council for the project at 75th Street and Metcalf Avenue. The effort included public engagement to elicit ideas for improving the transit connections and pedestrian experience. Additional services included a public meeting, steering committee meetings, a public open house, and one-on-one meetings with business leaders.

Vireo completed an existing conditions analysis, and improvements were identified that moved people while managing vehicular traffic and coordinating with the KCATA bus lines and stop locations.



vireo

CLIENT
KDOT

KEY STAFF
Triveece Penelton

CLIENT
KCATA

KEY STAFF
Brett Spangler

vireo

SUBCONTRACTORS & DBE PARTICIPATION

TranSystems will coordinate with our identified teaming partners TransPro and Vireo, for the selected tasks below. Of the two subconsultants, Vireo is our talented, certified Women's Business Enterprise (WBE) firm. Below is a quick review of which tasks both firms can assist with. Vireo's DBE certification is also located below.



Vireo is a certified Women's Business Enterprise. ✓

TASK 3

Triveece Penelton, AICP, NOMA
Public Engagement Specialist

Brett Sprangler, PLA
Landscape Architect



TransPro is not a DBE.

TASK 3

David Johnson
Senior Planner

Kellie Melleady
Customer Experience Lead

Matt Webb, AICP
Senior Planner

Nicole McCleary, AICP
Senior Planner

TASK 4

David Johnson
Senior Planner

Kellie Melleady
Customer Experience Lead

Matt Webb, AICP
Senior Planner

Nicole McCleary, AICP
Senior Planner



Proposals are Due No Later Than 3:00 PM Central Time,
Thursday, December 22, 2022

RFP TM-23-01
Topeka Metropolitan Transit Authority

PART V – ATTACHMENTS

The forms provided in this section must be completed and included in the proposal package.

PLEASE NOTE: Return only one Acknowledgement – there are separate acknowledgement forms for sole proprietorship/partnership and for corporations.

Acknowledgement (Individual/Partnership)
Acknowledgement (Corporation)
Acknowledgement of Addenda
DBE Certification
Fly America Certification
Lobbying Certification
Non-Collusion Affidavit
Power of Execution
Price Quote
Proposal Change Request
Qualification Certification
Subcontractors and DBEs
Suspension/Debarment Certification

ACKNOWLEDGEMENT
Corporation

STATE OF **Missouri**)
)
COUNTY OF **Jackson**)

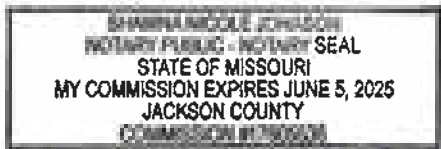
I, **Shawna Jonason** a Notary Public in and for said County, in the State aforesaid, do hereby certify that **Frank Weatherford** and _____ of **TranSystems** (a corporation)

who are each personally known to me, appeared before me this day in person and severally acknowledged that they signed, sealed and delivered the foregoing instrument as their free and voluntary act as officers of the corporation identified above as the Proposer, and as the free and voluntary act of said corporation, for the uses and purposes therein set forth.

Given under my hand and notary seal, this 13th day of December, 2022

My Commission Expires:

June 5, 2025



Shawna Nicole Jonason
Notary Public

(SEAL)

ACKNOWLEDGEMENT OF ADDENDA

The following form shall be completed and included in the proposal. Failure to acknowledge receipt of all addenda may cause the proposal to be considered unresponsive to the solicitation. Acknowledged receipt of each addendum must be clearly established and included with the Proposal. Make copies of this form if more than five (5) addenda were issued.

ACKNOWLEDGEMENT OF ADDENDA

The undersigned acknowledges receipt of the following addenda to RFP TM-23-01:

Addendum Number _____ Dated: _____

Addendum Number _____ Dated: _____

Addendum Number _____ Dated: _____

Addendum Number _____ Dated: _____


Addendum Number _____ Dated: _____

Proposer **TranSystems Corporation**

Street Address **2400 Pershing Road**

Street Address **Suite 400**

City, State, Zip Code **Kansas City, MO 64108**

Authorized Signature 

Name **Frank Weatherford**

Title **Principal**

Telephone Number **816.329.8600**

Facsimile Number (FAX) **816.329.8601**

E-Mail Address **flweatherford@transystems.com**

DISADVANTAGED BUSINESS ENTERPRISES (DBE) CERTIFICATION

This contract is subject to the requirements of Title 49, Code of Federal Regulations, Part 26, *Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs*. The national goal for participation of Disadvantaged Business Enterprises (DBE) is 10%. Metro's overall 2021-2024 goal for DBE participation is 1.62%; the race neutral goal is 1.25%, and the race conscious goal is 0.37%. There is no contract goal for this procurement.

The contractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of this DOT-assisted contract. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as Metro deems appropriate. Each subcontract the contractor signs with a subcontractor must include the assurance in this paragraph (see 49 CFR 26.13(b)).

The contractor is required to pay its subcontractors performing work related to this contract for satisfactory performance of that work no later than 30 days after the contractor's receipt of payment for that work from Metro.

The contractor may not hold retainage from its subcontractors.

The contractor must promptly notify Metro, whenever a DBE subcontractor performing work related to this contract is terminated or fails to complete its work, and must make good faith efforts to engage another DBE subcontractor to perform at least the same amount of work. The contractor may not terminate any DBE subcontractor and perform that work through its own forces or those of an affiliate without prior written consent of Metro.

Signature:  _____

Name and Title: **Frank Weatherford, Principal** _____

Company Name: **TranSystems Corporation** _____

Date: **12/13/22** _____

FLY AMERICA CERTIFICATION

The Contractor agrees to comply with 49 U.S.C. 40118 (the "Fly America" Act) in accordance with the General Services Administration's regulations at 41 CFR Part 301-10, which provide that recipients and sub-recipients of Federal funds and their contractors are required to use U.S. Flag air carriers for U.S Government-financed international air travel and transportation of their personal effects or property, to the extent such service is available, unless travel by foreign air carrier is a matter of necessity, as defined by the Fly America Act. The Contractor shall submit, if a foreign air carrier was used, an appropriate certification or memorandum adequately explaining why service by a U.S. flag air carrier was not available or why it was necessary to use a foreign air carrier and shall, in any event, provide a certificate of compliance with the Fly America requirements. The Contractor agrees to include the requirements of this section in all subcontracts that may involve international air transportation.

Signature:  _____

Name and Title: **Frank Weatherford, Principal** _____

Company Name: **TranSystems Corporation** _____

Date: **12/13/22** _____

LOBBYING CERTIFICATION

The undersigned contractor certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for making lobbying contacts to an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan or cooperative agreement, the undersigned shall complete and submit Standard Form LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions. See 49 CFR 20.100.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 USC. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure. [Note: Pursuant to 31 USC 1352(c)(1)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such expenditure or failure. See 49 CFR 20.400.]

The undersigned contractor certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Contractor understands and agrees that the provisions of 31 USC 3801, et seq, apply to this certification and disclosure, if any.

Signature: 

Name and Title: **Frank Weatherford, Principal**

Company Name: **TranSystems Corporation**

Date: **12/13/22**

NON-COLLUSION CERTIFICATION

This is my sworn statement to certify that this proposal was not made in the interest of or on behalf of any undisclosed entity. This proposal is not collusive.

This proposer has not been a party to any agreement or collusion in restraint of freedom of competition by agreement to bid a fixed price, to refrain from bidding, or otherwise. This proposer has not, directly or indirectly, by agreement, communication or conference with anyone, attempted to induce action prejudicial to the interest of Topeka Metropolitan Transit Authority, or of any proposer, or anyone else interested in the proposed contract.

Signature:



Name and Title:

Frank Weatherford, Principal

Company Name:

TranSystems Corporation

Date:

12/13/22

POWER OF EXECUTION

Authorization of Bidder

The undersigned, an Principal of
(officer, partner, proprietor, etc.)

TranSystems Corporation
(name of company)

a Corporation
(corporation, partnership, proprietorship)

having its principal office or registered agent at 2400 Pershing Rd, Suite 400, Kansas City, MO 64108
hereby certifies that the Company has duly authorized by appropriate action and/or hereby does

nominate, constitute, appoint and authorize Frank Weatherford
(name of individual signing document)

with full power to act alone on behalf of
(alone or in conjunction with another person)

TranSystems Corporation
(name of company)

and thereby to make, execute, seal and deliver on its behalf as CONTRACTOR and as its act and deed any and all proposals, contract proposals, contracts, change orders, monthly and final payment certificates and other like instruments. Such proposals, contract proposals, contracts, change orders, monthly and final payment certificates and other like instruments shall be binding upon said company as fully and to all intents and purposes as if such instruments had been duly executed, acknowledged and delivered by the authorized officers of the company when executed, by the aforementioned person(s).

TranSystems Corporation

Company

Frank Weatherford
Signature, Title

Principal

12/21/22
Date

ATTEST:

[Signature]
Notary Public (if proprietorship)
Secretary of Corporation (if corporation)
Partner (if Partnership)



PRICE QUOTE

Proposer **TranSystems**

RFP Number – TM-23-01 Planning Services

Please provide a list of employee types/positions that would be involved in planning services under this contract, with a per-hour rate for each type of employee. Provide this list for each year of the contract, unless your pricing will not change over the course of the contract. See example below.

Hourly Wages

Personnel Categories	Year1	Year 2	Year 3	Year 4	Year 5
<u>Principal</u>	<u>\$150.00</u>	<u>\$154.50</u>	<u>\$159.14</u>	<u>\$163.91</u>	<u>\$168.83</u>
<u>Planner IV</u>	<u>\$73.00</u>	<u>\$75.19</u>	<u>\$77.45</u>	<u>\$79.77</u>	<u>\$82.16</u>
<u>Planner III</u>	<u>\$60.00</u>	<u>\$61.80</u>	<u>\$63.65</u>	<u>\$65.56</u>	<u>\$67.53</u>
<u>Planner II</u>	<u>\$48.00</u>	<u>\$49.44</u>	<u>\$50.92</u>	<u>\$52.45</u>	<u>\$54.02</u>
<u>Planner I</u>	<u>\$34.00</u>	<u>\$35.02</u>	<u>\$36.07</u>	<u>\$37.15</u>	<u>\$38.25</u>
<u>Technician</u>	<u>\$35.00</u>	<u>\$36.05</u>	<u>\$37.15</u>	<u>\$38.25</u>	<u>\$39.39</u>
<u>Economist</u>	<u>\$50.00</u>	<u>\$51.50</u>	<u>\$53.05</u>	<u>\$54.64</u>	<u>\$56.28</u>
<u>Security Specialist</u>	<u>\$70.00</u>	<u>\$72.10</u>	<u>\$74.26</u>	<u>\$76.49</u>	<u>\$78.79</u>
_____	_____	_____	_____	_____	_____

****TranSystems hourly wages are not fully loaded rates.***

PRICE QUOTE

Proposer **TranSystems** _____

RFP Number – TM-23-01 Planning Services

Please provide a list of employee types/positions that would be involved in planning services under this contract, with a per-hour rate for each type of employee. Provide this list for each year of the contract, unless your pricing will not change over the course of the contract. See example below.

Hourly Wages

Personnel Categories	Year1	Year 2	Year 3	Year 4	Year 5
<u>Principal</u> <i>(TransPro)</i>	<u>\$250.00</u>	<u>\$257.50</u>	<u>\$265.23</u>	<u>\$273.18</u>	<u>\$281.38</u>
<u>Project Leader</u> <i>(TransPro)</i>	<u>\$190.00</u>	<u>\$195.00</u>	<u>\$201.57</u>	<u>\$207.62</u>	<u>\$213.85</u>
<u>Analyst</u> <i>(TransPro)</i>	<u>\$145.00</u>	<u>\$149.35</u>	<u>\$153.83</u>	<u>\$158.45</u>	<u>\$163.20</u>
<u>Public Engagement Specialist</u> <i>(Vireo)</i>	<u>\$130.00</u>	<u>\$133.90</u>	<u>\$137.92</u>	<u>\$142.05</u>	<u>\$146.32</u>
<u>Landscape Architect</u> <i>(Vireo)</i>	<u>\$120.00</u>	<u>\$123.60</u>	<u>\$127.31</u>	<u>\$131.13</u>	<u>\$135.06</u>
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____

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PROPOSAL CHANGE REQUEST

Complete this form for each condition, exception, reservation, or understanding (i.e., change) in the proposal. See PROPOSAL SCHEDULE, page 5 of this RFP, for the due date of all requested Proposal Changes.

Change Number _____

Proposer _____

RFP Number – TM-23-01 Page: _____ Section: _____

Metro’s Current Requirement:

Proposer’s Requested Change:

QUALIFICATION CERTIFICATION

The undersigned, being duly authorized to sign and act for the proposer, hereby certifies that all parties involved in the Project as specified in this RFP hold any and all degrees, certifications, and licenses necessary in order to provide goods and/or perform services in the State of Kansas.

Signature: 

Name and Title: **Frank Weatherford, Principal**


Company Name: **TranSystems Corporation**

Date: **12/13/22**

SUBCONTRACTORS AND DBEs

Please list the subcontractors that you would use when fulfilling project requirements. For DBE subcontractors, please attach a copy of their current DBE certification to this form.

<u>Subcontractor Business Name</u>	<u>Type of Service</u>	<u>Is this a Small Business?</u>	<u>Is this a DBE?</u>
Patti Banks Associates, LLC dba Vireo	Public Engagement & Landscape Architecture		Yes

Signature: 

Name and Title: **Frank Weatherford, Principal**

Company Name: **TranSystems Corporation**

Date: **12/13/22**

KANSAS STATEWIDE CERTIFICATION PROGRAM



CERTIFIES

Patti Banks Associates, LLC dba Vireo

*Disadvantaged Business Enterprise (DBE)
Women Business Enterprise (WBE)*

NAICS Code/Work type(s): 561730 - Landscaping Services

February 27, 2019

Effective Date

Rhonda Harris

Rhonda Harris, Director
Office of Minority & Women Business
Kansas Department of Commerce

Doria Watson

Doria Watson, Administrator
Office of Civil Rights Compliance
Kansas Department of Transportation

SUSPENSION / DEBARMENT CERTIFICATION

In regard to 2 CFR Parts 180 and 1200

This order is a covered transaction for purposes of 2 CFR Parts 180 and 1200. As such, the bidder is required to verify that itself, its principals, or its affiliates are not excluded or disqualified from participating in Federally awarded contracts.

Bidder is required to comply with Suspension / Debarment requirements, and must include the requirement to comply in any lower-tier covered transaction that it enters into.

By signing and submitting its bid, the bidder certifies as follows:

The certification in this clause is a material representation of fact relied upon by Topeka Metropolitan Transit Authority. If it is later determined that the bidder knowingly rendered an erroneous certification, in addition to remedies available to Topeka Metropolitan Transit Authority, the Federal Government may pursue available remedies, including but not limited to suspension and/or debarment. The bidder agrees to comply with the requirements of 2 CFR Parts 180 and 1200 while this offer is valid and throughout the period of any contract that may arise from this offer. The bidder further agrees to include a provision requiring such compliance in its lower-tier covered transactions.

Signature:



Name and Title:

Frank Weatherford, Principal

Company Name:

TranSystems Corporation

Date:

12/13/22

