



## Kootenai Metropolitan Planning Organization

### **Request for Proposals for Regional Traffic Management Center Facilities and Operations Plan**

April 18, 2022

**REVISED May 9, 2022  
RFP DEADLINE CHANGE TO JUNE 20, 2022**

#### **INTRODUCTION**

Kootenai Metropolitan Planning Organization (KMPO) in association with local jurisdictions and the Idaho Transportation Department District 1 office, are requesting proposals from qualified firms and or individuals for developing a Regional Traffic Management Center Facilities and Operations Plan for the Coeur d' Alene-Post Falls Urbanized Area. It is KMPO's intent to award a lump sum fixed fee contract for the Plan, which will be used to provide a specific path forward for preliminary engineering, design, construction and operation of a regional traffic management center.

#### **BACKGROUND AND PROJECT DESCRIPTION**

##### **Regional Traffic Management and Management Center Summary**

In 2020, an effort was completed to conduct a feasibility study for the creation of a regional traffic management center for the Coeur d' Alene-Post Falls Urbanized Area. That study, conducted by Kapsch Inc. looked at various opportunities and approaches that could be used to meet the increasing need for creating a traffic management center. (Copy available on request)

The Feasibility Study identified the need for creating a traffic management center with the long term public benefit in five key areas:

1. Traffic monitoring for early incident detection, notification and response capabilities
2. Centralized Traffic signal control with event timing plan capabilities
3. Remote access to controllers, DMS, cameras and other field equipment capabilities
4. Data collection for real time performance analytics as well as subsequent project identification and development support
5. Integration of traffic management website for public and media notification

Following are key thematic objectives of the Regional Traffic Management Center:

**Vision** – create a Regional Traffic Management Center that contributes to the overall safety, performance, resiliency and reliability of the regional transportation system, as well as potentially supporting work zone activities and maintenance support operations.

**Comprehensive Traffic Management Strategy** - create a strategy which includes the following goals: Improve incident detection and clearance times, increase transportation system reliability, reduce congestion, create a friendly and efficient public notification system, address and improve transportation congestion issues associated with performance issues brought about by regional growth and development patterns.

**Modal Opportunities and Strategies** – look for opportunities to support a multi-modal transportation system through better integration with freight and public transportation

**Explore better incident response and clearance capabilities** – explore opportunities for incident responders to be notified sooner in order to reduce response and clearance times on the transportation network. Encourage initiatives, and provide opportunities for addressing both recurring and non-recurring incidents.

**Traffic Stabilization** – preserve existing neighborhoods and enhance connectivity from the neighborhoods to other areas of the urbanized area through optimized arterial performance.

Kootenai County has experienced significant growth over the past 10 years and is now among the fastest growing areas in Idaho, second only to the greater Boise area. The basic transportation infrastructure has been in place since the late 1960's and early 1970's and the early improvements to both I-90 and U.S. 95 have exceeded their design life. This is placing greater emphasis in the need for better traffic management (signal operations), incident response, and driver information systems to provide informed choices for both local motorists and the ever increasing number of tourists visiting the region.

## Impacted Streets and Roads:

Kootenai County is considered a transportation cross-roads for intrastate and interstate commerce. With the Spokane Metropolitan Area immediately adjacent to the west, a substantial number of commuters, shoppers and tourists travel between the two areas using almost exclusively Interstate 90 and State Highway 53. Consideration of future interaction with the existing TMC in Spokane will be an integral part of addressing cross regional traffic. Additionally, U.S. 95, which extends from the Canadian Border south to Nevada, provides the only direct route north-south through Idaho. SH-41, between Post Falls and Coeur d' Alene, and local arterials provide the balance of the transportation network inside the Urbanized Area. State routes currently see recurring and non-recurring congestion, which forces motorists to seek alternate local arterials and collectors that impact neighborhoods, and retail corridors, which are not currently designed for handling increased traffic. Consideration will be given to

Existing and future Arterial System

Existing and future congestion and identification of causes

Existing and future Traffic Signals

These roadways and facilities fall under the jurisdiction of nine (9) agencies. I-90 and its interchanges, as well as U.S. 95, SH-41 and SH-53 are under the operational management and control of the Idaho Transportation Department (ITD). Federal Highway Administration (FHWA), however, retains access control authority over the I-90 mainline and its interchanges. U.S. 95, SH-41 and SH-53, is under the authority of ITD. Most other streets, are under the

jurisdiction of the City of Coeur d'Alene, City of Post Falls, City of Rathdrum, City of Hayden; as well as the four local highway districts in Kootenai County.

### **Public Transportation Services:**

Kootenai County currently provides limited Citylink fixed route transit service inside the urbanized area, operating on one hour intervals, as well as providing demand responsive and complimentary paratransit services, serving a wide variety riders. In addition, identify all transportation service providers (ie., Uber, Lyft, bikeshare, e-scooters, etc.). The TMC may not immediately, but could integrate their data or provide useful data for better efficiency.

### **Influence Area:**

While the study area is closely associated with the Federally Designated Urbanized area, the study will also identify, consider and evaluate potential secondary or other transportation impacts that may be within the influence area, which is considered to be the balance of Kootenai County.

### **Focus of this Request for Proposal:**

**“Create a Regional Traffic Management Center Facilities and Operations Plan**, which includes the following goals: Providing early detection and response to incidents that adversely impact the performance of the regional transportation system; provides connectivity of traffic signal operations across jurisdiction boundaries to improve corridor performance; reduce congestion delay through incident response measures, address and improve transportation communications to motorists and the public to provide for informed choices.”

### **Short Term (5 years) Facilities and Operations Plan:**

1. Conduct Type, Size and Location (TS&L) study in order to identify and secure a physical location for a Regional Traffic Management Center Facility
2. Identify and Detail capital equipment and software infrastructure needs necessary to provide camera surveillance, driver information and incident response capability on the most critical highways and arterials
3. Identify short term improvements to address the most significant existing challenges and their impact on system performance
4. Estimate costs associated with identified improvements
5. Develop an Operations plan that considers staffing needs, capabilities, and an associated annual operating and maintenance budget commensurate with hours of operations. This includes the potential use of either public or contract staffing. A Comparative analysis of staffing should be included.
6. Identify the anticipated benefit/cost associated with improvements and their impact on access and mobility. Considering factors used by FHWA in ranking competitive grant programs
7. Develop and produce Systems engineering analysis and environmental documents as part of preliminary engineering and documentation necessary to meet FHWA requirements for securing federal aid eligibility for construction and operations of a regional traffic management center.

## Ten Year Master Plan:

1. Evaluate future operating conditions, needs and strategies, with short term improvements completed, anticipated growth in traffic using regional growth projections for the region.
2. Evaluate future performance improvements needed within the TMC.
3. Estimate costs associated with the identified improvements necessary to meet future needs
4. Identify the benefit/cost associated with improvements and their impact on mobility
5. Compare the anticipated performance between the short-term and long term improvements

## Development of Potential Alternative TMC Development Strategy with Recommended Improvements Based on Consultant Analysis:

1. Review findings identified during the previous consultant analysis that impact TMC performance
2. Identify potential TMC improvements not previously considered, if any, and their ability to improve TMC performance
3. Develop alternative TMC strategy if needed
4. Evaluate performance of alternative TMC development strategy
5. Estimate the costs associated with an alternative TMC development strategy
6. Identify the benefit/cost associated with improvements and their performance
7. Compare the performance and Benefit Cost measures between the three options

## Scope of the Proposal

We anticipate the desired scope of services within a proposal might include:

- Site Location analysis
- Architectural and Engineering Analysis (concept design level)
- Traffic Systems Engineering Analyses (FHWA Compliant)
- Traffic signal timing and progression analyses (software solution recommendations)
- Timeline development for implementation of Facilities and Software recommendations, solutions and improvements
- Facilities development cost estimating
- Operational Cost Estimating
- Benefit Cost Analyses of proposed systems and services
- Performance measure metrics
- Quantitative and qualitative assessment of TMC impact on carbon and climate change in general

## PROPOSAL, QUALIFICATIONS AND EVALUATION CRITERIA

**Please provide a complete response to the questions/requests listed below:**

1. Provide a brief history of your firm, including ownership, key personnel, scope of transportation services, and examples of prior projects directly related to development of a Regional Traffic Management Center, by employees currently employed by the firm.

2. Please identify any partners, consultants or sub-contractors if you plan to augment your firm with other specialists and their qualifications denoted in Item 1.
3. Please list relevant and similar TMC facilities and Operations Plans you have completed in the past five (5) years. Include the following:
  - a. TMC Study description
  - b. Conclusions and recommendations
  - c. Actual improvements implemented
  - d. Start and completion dates
  - e. Name(s) of study team members being proposed for use in this proposal and their previous role
  - f. Owner Contacts – name, title and current phone numbers
4. Provide a detailed resume for all individual professionals you would use for this project if selected. Please identify their education, expertise and experience related to TMC development and implementation. (2 pages per resume, max.)
5. Provide a description and examples of your firm's quality assurance principles.
6. Please describe your firm's team history of working with various local, state and federal agencies on implementing TMC's and the specific level of involvement.
7. Please provide 3 references from recent TMC engagements of similar size and scope, with name, title and current e-mail and phone numbers.
8. Please provide a narrative approach to address the challenges and anticipated work identified in this proposal. (5 pages maximum)
9. Please provide a task and hours breakdown necessary to complete the study.
10. Please provide an anticipated time line for completing the tasks identified for the study.
11. Please provide in a separate sealed envelope a proposed cost by task to complete.  
(The sealed cost envelopes will not be used in the primary prioritization of proposals; however, they will be used during the subsequent evaluation of the top 3 proposals, for cost benefit purposes)

### **Evaluation and Selection:**

Submitted proposals should substantively address all of the items in the RFP. All proposals will be evaluated and ranked on the basis of quality of the proposals approach, qualification/experience of individuals being proposed to work on the TMC Facilities and Operations Plan and their demonstrated competence in similar engagements. Specific evaluation criteria will include, but not limited to:

- Firm and partners most recent background and history
- Project team experience and qualifications related to TMC's

- Relevant TMC experience with local, regional and federal agencies
- Quality assurance principles and practices
- References related to TMC facilities and operations plan similar to this proposal
- Completeness and quality of the proposal
- Interview with the KMPO Evaluation Committee

Those firms deemed to meet the qualifications will be notified by **6/28/2022**. The top 3 evaluated firms will be invited to make presentations to the KMPO evaluation committee for final selection. Members from KMPO's evaluation committee will negotiate with the selected firm to contract for agreed to services at the amount determined by KMPO to be fair and reasonable considering the estimated value, the final scope, complexity and nature of the services. Should KMPO determine that it is unable to negotiate a satisfactory agreement, it will formally terminate negotiations and undertake negotiations with the next highest ranked firm. The scoring matrix for this proposal is provided as an attachment to the RFP.

**No Responsibility to Cover Costs Associated with Responses to the RFP:**

KMPO is not responsible for costs associated with the development, production, and or participation in the response to this request of proposal. KMPO also reserves the right to reject and cancel the RFP in the event the responses are considered non-responsive to the RFP or, in the opinion of KMPO, the costs will be in excess of funds available to complete the final scope of services being considered.

**Information Session:**

An optional information session will be held for all interested firms on May 19, 2022 from 10:30 a.m. to 11:30 am in the ITD District 1 Offices located at 600 W Prairie Ave, Coeur d' Alene, ID 83815. Please confirm your plans to attend by sending an e-mail to Ms. Kelly Lund at the address below.

**Submission of proposals:**

Please deliver 6 bound copies and 1 unbound copy of the RFP response to Ms. Kelly Lund at the address below by 5:00 pm (PDT) on **6/20/2022**.

**RFP Process and Timeline:**

- RFP Advertisements 04/22/2022, 04/27/2022, 5/04/2022
- On-site information session 10:30 am (optional) May 19, 2022
- Responses due by [REDACTED] **June 20, 2022**
- RFP evaluation, selected firms/individuals for interviews notified, **June 28, 2022**
- On-site interviews for top three firms or individuals, **July 12, 2022**  
(You may want to hold this date in advance)
- Notification to selected firm or individual, contract negotiations, **July 19, 2022**
- Start of engagement – To Be Determined

**Questions regarding this request for proposal:**

All questions related to the RFP process must be submitted in writing, via e-mail to:

Ms. Kelly Lund  
Administrative Secretary  
Kootenai Metropolitan Planning Organization  
250 Northwest Blvd., Suite 209  
Coeur d'Alene, ID 83814  
[klund@kmpo.net](mailto:klund@kmpo.net)

All questions concerning this Request for Proposal's content, should be directed in writing, no later than **June 14, 2022** to: Glenn F. Miles, KMPO, 250 Northwest Blvd, Suite 209 Coeur d'Alene, ID 83814, or email: [gmiles@kmpo.net](mailto:gmiles@kmpo.net)

**For special accommodation/translation services, call 1.208-930-4164, 48 hours in advance. KMPO assures nondiscrimination in accordance with Title VI of the Civil Rights Act of 1964, and Civil Rights Restoration Act of 1987 (P.O. 100.259) and the Americans with Disabilities Act.**



Kootenai Metropolitan Planning Organization

**Regional Traffic Management Center Facilities and Operations Plan  
Score Sheet**

**Scorers Name:**

**Representing:**

<b>REQUEST FOR PROPOSAL FORMAT AND CONTENT (25 MAX)</b>		
The Proposal followed the format outlined in the RFP.	5 Points	
The material is well developed and easily understandable.	0-5 Points	
The material was fully responsive to the RFP items.	0-15 Points	
<b>Total:</b>		
<b>UNDERSTANDING OF THE TRANSPORTATION ISSUES (25 POINTS MAX)</b>		
Did the response to the RFP demonstrate an overall understanding of developing a Regional Traffic Management Center Facilities and Operations Plan	0-10 Points	
Did the response demonstrate an understanding of today’s traffic management centers?	0-5 Points	
Did the response demonstrate an understanding of TMC issues?	0-5 Points	
Does the response provide evidence of how they would develop a TMC Facilities and Operations Plan that meets this area’s needs?	0-10 Points	
<b>Total:</b>		
<b>Comments:</b>		
<b>ABILITY TO ANALYZE PRESENT AND FUTURE TRAFFIC CONDITIONS (50 POINTS MAX)</b>		
Does the proposal describe an approach on how to analyze the development of a TMC commensurate with current and future traffic conditions and establish performance measures?	0-10 points	
Does the proposal describe an approach to identify and analyze proposed solutions for developing a TMC Facilities and Operations Plan	0-15 points	
Does the response accurately describe a team that is capable and qualified to conduct an FHWA compliant TMC study?	0-15 points	
Does the proposal describe the approach to address short and longer term integration	5 points	
Does the proposal address the proposing team’s history of developing an FHWA compliant TMC Facilities and Operations Plan?	0-10 points	



Does the proposal address previous experience with a TMC plan with multi-jurisdictional projects?	5 points	
Does this proposal identify an approach to engaging the public and sponsoring jurisdiction's during development of the Plan?	0-15 points	
Does the proposal provide a solid approach to estimate costs and developing a benefit/cost analysis	10 points	
<b>Total:</b>		
<b>Comments:</b>		
<b>ALTERNATIVE TMC APPROACH (10 POINTS MAX)</b>		
Does the proposal address unique ideas to developing a TMC?	0-2 Points	
Does the proposal discuss TMC coordination with public transportation	0-2 Points	
Does the proposal discuss the importance of creating TMC?	0-2 Points	
Does the proposal address U.S. 95 and I-90 as highways of regional and national significance?	0-5 Points	
<b>Total:</b>		
<b>SAFETY (5 POINTS MAX.)</b>		
Does the proposal address how they will incorporate safety considerations into the development of a TMC Facilities and Ops plan?	0-5 Points	
<b>Total:</b>		
<b>OTHER RELEVANT FACTORS (10 POINTS MAX.)</b>		
Identified other relevant factors that should be considered during development of the TMC Facilities and Operations Plan?	0-10 Points	
<b>Total:</b>		
<b>Overall Comments:</b>		
<b>Total for all Sections:</b>		