AECOM

December 3, 2015

Statement of Qualifications to Provide Intelligent Transportation Systems (ITS) Operations and Support Services, Statewide

RFQ-484-120315

Phase I | Submittal 1

Submitted by
AECOM Technical Services, Inc.

Submitted to
Georgia Department of Transportation

Transportation Management Centers (TMC) Operated by AECOM in Eastern United States

PHOTO: New GDOT TMC designed by AECOM

A | Administrative Requirements

A1. Basic Company Information

AECOM is a full service consulting engineering firm providing professional, technical and management support services to a broad range of transportation markets. The firm specializes in the design, management and operations of intelligent transportation system projects and is the largest provider of Transportation Management Center (TMC) Operations projects in the United States, with 21 currently active projects and 40+ in our history. AECOM will leverage national TMC best practices, as well as our local knowledge of GDOT ITS operations and our recent role in the reconfiguration of the TMC control room, to support the Department in making your goals a reality, as we documented in the Concept of Operations.

a. Company Name	AECOM Technical Services, Inc.
b. Company Headquarters	555 South Flowers St., Suite 3700 Los Angeles, CA 90071
c. Contact Information	Brian Purvis, PE 678-808-8800 (phone) 678-808-8400 (fax) brian.purvis@aecom.com
d. Website	www.aecom.com
e. Georgia Addresses	Midtown 1360 Peachtree St., NE, Suite 500 Atlanta, GA 30309
Project Managed from this office	North Atlanta 1000 Abernathy Rd., NE, Suite 900 Atlanta, GA 30328
f. Staff	431 staff in Atlanta, see Section C1b for details
g. Ownership	California, Corporation Years in Business: 87

AECOM is a leader in all of the key markets it serves. Through our technical practice networks, we can leverage the experience and knowledge of experts working for 45 transportation agencies around the country. AECOM provides a blend of global reach, local knowledge, innovation and technical excellence in delivering solutions that create, enhance and sustain the world's built, natural, and social environments. As a Fortune 500 company, AECOM has over 600 offices, serves clients in more than 150 countries, and has revenues in excess of $20 billion.

AECOM provides GDOT access to over 400 local highly skilled engineers and specialists and TMC, Express and Reversible Lane Operations best practices from over 40 TMCs that AECOM has operated across the United States and abroad.

Since 2001, AECOM has been consistently ranked the No. 1 Transportation firm in the United States by *Engineering News-Record.* Currently, AECOM ranks No. 1 overall on *ENR*'s list of Top 500 Design Firms.

AECOM first established operations in Atlanta in 1972. Since that time and with the recent acquisition of URS Corporation, our staff has grown to over 400 full-time professionals serving clients throughout Georgia. AECOM is currently providing transportation operations services to the Georgia Department of Transportation (GDOT), Gwinnett County, MARTA, Hartsfield-Jackson Atlanta International Airport, City of Sandy Springs, and many more Georgia local governments.

AECOM's Atlanta-based transportation staff consists of engineers, environmental specialists, and planners and can draw upon more than 130 Georgia registered professional engineers. We continue to offer a tremendous depth and diversity of talent, local knowledge and a strong commitment to GDOT.

AECOM is 100% committed to the highly successful delivery of your ITS/TMC Operations and Support Services program. We will provide Brian Purvis, a seasoned ITS/TMC program manager, John Gilligan, a highly successful and proven TMC Operations Manager with both TMC and military operations experience, and Kenneth Young, an experienced trainer with current expertise with the I-95 Reversible Managed Lanes system in Northern Virginia.

EXHIBIT II
CERTIFICATION FORM

I, Erick Fry, being duly sworn, state that I am GA/AL Transportation Business Unit Leader (title) of AECOM Technical Service, Inc.x (firm) and hereby duly certify that I have read and understand the information presented in the attached proposal and any enclosure and exhibits thereto.

Initial each box below indicating certification. The person initialing must be the same person who signs the Certification Form. (If unable to initial any box for any reason, place an "X" in the applicable box and attach a statement explaining the non-certification. The Department will review and make a determination as to whether or not the firm shall be considered further or disqualified).

- [x] I further certify that to the best of my knowledge the information given in response to the Request for Qualifications is full, complete and truthful.
- [x] I further certify that the submitting firm and any principal employee of the submitting firm has not, in the immediately preceding five (5) years, been convicted of any crime of moral turpitude or any felony offense, nor has had their professional license suspended, revoked or been subjected to disciplinary proceedings, nor is any team members/principals currently under indictment for any reason related to actions on public infrastructure projects.
- [x] I further certify that I understand that Firms included on the current Federal list of firms suspended or debarred are not eligible for selection and that the submitting firm has not, in the immediately preceding five (5) years, been suspended or debarred from contracting with any federal, state or local government agency, and further, that the submitting firm is not now under consideration for suspension or debarment from any such agency.
- [x] I further certify that the submitting firm has not in the immediately preceding five (5) years been defaulted in any federal, state or local government agency contract and further, that the submitting firm is not now under any notice of intent to default on any such contract, nor has been removed from a contract or failed to complete a contract as assigned due to cause or default.
- [x] I further certify that the firm or any affiliate(s) has not been involved in any arbitration, litigation, mediation, dispute review board or other dispute resolution proceeding with a client, business partner, or government agency in the last five years involving an amount in excess of $500,000 related to performance on public infrastructure projects.
- [x] I further certify that there are not any pending regulatory inquiries that could impact our ability to provide services if we are the selected consultant.
- [x] I further certify that there are no possible conflicts of interest created by our consideration in the selection process or by our involvement in the project.
- [x] I further certify that the submitting firm's annual average revenue for the past five (5) years is sufficient to allow the services to be delivered effectively by our firm and that there are no trends in the revenue which may be concerning other than normal market fluctuations.
- [x] I further certify that in regards to Audit and Accounting System Requirements, that the submitting firm:

  I. Has an accounting system in place to meet requirements of 48 CFR Part 31 and, in the case of non-profit organizations, OMB Circular A-122.
  II. Has submitted its yearly Certified Public Accountant overhead audit if it currently has an aggregate contract amount exceeding $250,000.
  III. Has no significant outstanding deficient audit findings from previous contracts with GDOT that have not been resolved.
  IV. Is responsible for being reasonably assured that all sub-consultant(s) presented as a part of the proposed team are similarly in compliance with the above requirements.

I acknowledge, agree and authorize, and certify that the proposer acknowledges, agrees and authorizes, that GDOT may, by means that either deems appropriate, determine the accuracy and truth of the information provided by the proposer and that the GDOT may contact any individual or entity named in the Statement of Qualifications for the purpose of verifying the information supplied therein.

I acknowledge and agree that all of the information contained in the Statement of Qualifications is submitted for the express purpose of inducing the GDOT to award a contract.

A material false statement or omission made in conjunction with this proposal is sufficient cause for suspension or debarment from further contracts, or denial or rescission of any contract entered into based upon this proposal thereby precluding the firm from doing business with, or performing work for, the State of Georgia. In addition, such false statement or omission may subject the person and entity making the proposal to criminal prosecution under the laws of the State of Georgia of the United States, including but not limited to O.C.G.A. §16-10-20, 18 U.S.C. §§1001 or 1341.

Sworn and subscribed before me

This 18th day of November, 20 15.

Robin W. Overstreet
NOTARY PUBLIC

My Commission Expires: 2/28/17

Signature

NOTARY SEAL

ROBIN W. OVERSTREET NOTARY PUBLIC Feb. 28, 2017 COBB COUNTY, GEORGIA

Statements Explaining Non-certification

I further certify that the submitting firm has not in the immediately preceding five (5) years been defaulted in any federal, state or local government agency contract and further, that the submitting firm is not now under any notice of intent to default on any such contract, nor has been removed from a contract or failed to complete a contract as assigned due to cause or default.

AECOM performs thousands of contracts each year. From time to time, occasions arise when AECOM does not complete the performance of an awarded contract resulting in its termination. These situations include (i) where a client is unsuccessful in securing funding for a particular project that is then terminates, (ii) where a client terminates a contract for convenience, (iii) where AECOJM ceases performance for nonpayment or other breach of contract in accordance with contract terms, or (iv) for default. Upon knowledge and belief, formed after reasonable inquiry, AECOM Technical Services, Inc. (i) has not failed to complete a contract where the other party to such contract was not in breach unless the contract afforded AECOM that right, and (ii) AECOM has not had a contract terminated by a client wherein that termination was ultimately determined to be other than for convenience except in the following instance: in November of 2012, AECOM received notice from the City of Sarasota, Florida, notifying AECOM that it has terminated its contract with AEOCM for the design of a sewer lift station for default. AECOM disagrees with the termination. The City of Sarasota ultimately filed suit. AECOM is vigorously defending the City's claims and the matter remains pending.

I further certify that the firm or any affiliate(s) has not been involved in any arbitration, litigation, mediation, dispute review board or other dispute resolution proceeding with a client, business partner, or government agency in the last five years involving an amount in excess of $500,000 related to performance on public infrastructure projects.

In the past five years. AECOM Technical Services, Inc. (f/k/a/ Earth Tech, Inc.) has had the following litigation filed against it related to the performance on public infrastructure projects in the U.S. This list excludes personal injury claims.

Case Name/ Case Number	Date filed or claim received Court where filed	Status or Outcome	Comments
The Charter County of Wayne, etc. and the Charter County of Wayne Building Authority v. AEOCM Services of Michigan, Inc. et al including AECOM Technical Services, Inc. Cast No. 13-014183-CK	Filed October 31, 2013 Wayne County Circuit Court, Michigan	Pending	Complaint filed for Breach of Contract and alleged errors and omissions in design documents.
City of Sarasota v. AECOM Technical Services, Inc., et al. Cast Number 2013-CA-001728 NC	Filed February 25, 2013, Circuit Court of the Twelfth Judicial Circuit for Sarasota County, FL	Pending	Complaint for damages in connection with the design and construction of sewage lift station and sewer line
Taos County, New Mexico v. DMJM H&N, Inc. et al. (including AECOM Technical Services, Inc.) Cast Number 2012-493	Filed December 22, 2012, Eighth Judicial District Court, Taos, NM	Pending	Complaint against multiple parties alleging breach of contract and damages associated with alleged deficiencies in the design and construction of a public building
Metropolitan Domestic Water Improvement District v Pima County and AECOM Technology Corporation (should have been AECOM Technical Services, Inc.)	Filed November 9, 2012, Superior Court of Arizona	Pending	Complaint filed by Metropolitan Domestic Water Improvement District against County of Pima and AECOM alleging breach of contract, negligence and breach of implied warranty in connection with a roadway improvement project.
Mosinee Fire District v. AECOM Technical Services, Inc., Case No. 09-CV-220	Filed September 2, 2010, Circuit Court, State of Wisconsin, Marathon County	Settled May 2012	Complaint alleging general deficiencies and defects in and to the construction of the Fire District Building.

EXHIBIT III

GEORGIA SECURITY AND IMMIGRATION COMPLIANCE ACT AFFIDAVIT
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Contracting Entity/Respondent: AECOM Technical Services, Inc.

Address: 400 Northpark Town Center, 1000 Abernathy Road, Suite 900, Atlanta, GA 30328

Solicitation No./Contract No. : **RFQ-484-120315**

Solicitation/Contract Name: **ITS Operations and Support Services, Statewide**

By executing this affidavit, the undersigned person or entity verifies its compliance with O.C.G.A. § 13-10-91, stating affirmatively that the individual, firm, or entity which is contracting with the Georgia Department of Transportation has registered with, is authorized to participate in, and is participating in the federal work authorization program commonly known as E-Verify, or any subsequent replacement program, in accordance with the applicable provisions and deadlines established in O.C.G.A. § 13-10-91.

The undersigned person or entity further agrees that it will continue to use the federal work authorization program throughout the contract period, and it will contract for the physical performance of services in satisfaction of such contract only with subcontractors who present an affidavit to the undersigned with the information required by O.C.GA. § 13-10-91(b).

The undersigned person or entity further agrees to maintain records of such compliance and provide a copy of each such verification to the Georgia Department of Transportation within five (5) business days after any subcontractor is retained to perform such service.

19953
E-Verify/Company Identification Number

6/29/11
Date of Authorization

Signature of Authorized Officer or Agent
(Contractor Name)

November 18, 2015
Date

GA/AL Transportation Business Unit Leader
Title of Authorized Officer or Agent of Consultant

Erick Fry
Printed Name of Authorized Officer or Agent

SUBSCRIBED AND SWORN
BEFORE ME ON THIS THE

18th DAY OF November, 201_5

Notary Public

[NOTARY SEAL]

ROBIN W. OVERSTREET
NOTARY PUBLIC
Feb. 28, 2017
COBB COUNTY, GEORGIA

My Commission Expires: 2/28/17

ADDENDUM NO. 1

ISSUE DATE: November 3, 2015

This Addendum shall become and form a part of the RFQ for:

**RFQ-484-120315: Intelligent Transportation Systems (ITS)
Operations and Support Services, Statewide**

NOTE PLEASE REVIEW CAREFULLY! THERE ARE CHANGES TO THE INFORMATION TO BE PROVIDED. FAILURE TO ADHERE TO THE CHANGES ADDRESSED IN THIS ADDENDUM MAY RESULT IN DISQUALIFICATION.

In the event of a conflict between previously released information and the information contained herein, the latter shall control.

NOTE: Because of the changes to Exhibit 1 in the RFQ, as altered in this Addendum, signed acknowledgment of this addendum (this page) MUST be attached to your PROPOSAL.

Firm Name AECOM Technical Services, Inc.

Signature _____ Date November 18, 2015

Typed Name and Title Erick Fry, GA/AL Transportation Business Line Leader

Georgia Department of Transportation (GDOT)
Office of Transportation Services Procurement
One Georgia Center
600 West Peachtree Street, NW
19th Floor
Atlanta, Georgia 30308

This Addendum, including all articles and corrections listed below, shall become and form a part of the original RFQ package and shall be taken into account in preparing your proposal.

I. RFQ Exhibit I, is DELETED in its entirety and REPLACED by the attached Exhibit I to be made part thereof:

EXHIBIT I

Project/Contract

1. Project Number(s): N/A
2. PI Number(s): N/A
3. County(ies): Statewide
4. Description: Intelligent Transportation Systems (ITS) Operations and Support Services, Statewide
5. Required Area Classes:

Prime Consultants are defined as the firm submitting the Statement of Qualifications and the firm with whom GDOT will contract. The Team is defined as the Prime Consultant and their sub-consultants, who are considered team members. The Prime Consultant must be prequalified in the Area Classes identified below in Section 5.A. The Prime Consultant or sub-consultant team members must be prequalified in the Area Classes identified below in Section 5.B. Respondents should submit a summary form (example provided in **Exhibit IV**) which details the required area classes for the Prime Consultant and all sub-consultants or joint-venture of consultants on the team listed in the Statement of Qualifications. The area classes listed on the summary form must meet all required area classes or the team will be disqualified. The Prequalification Expiration Date must be current by the deadline stated for this RFQ.

ADDENDUM NO. 2

ISSUE DATE: November 20, 2015

This Addendum shall become and form a part of the RFQ for:

RFQ-484-120315: Intelligent Transportation Systems (ITS)
Operations and Support Services, Statewide

NOTE PLEASE REVIEW CAREFULLY! THERE ARE CHANGES TO THE INFORMATION TO BE PROVIDED. FAILURE TO ADHERE TO THE CHANGES ADDRESSED IN THIS ADDENDUM MAY RESULT IN DISQUALIFICATION.

In the event of a conflict between previously released information and the information contained herein, the latter shall control.

NOTE: A signed acknowledgment of this addendum (this page) MUST be attached to your PROPOSAL.

Firm Name AECOM Technical Services, Inc.

Signature _____ Date November 20, 2015

Typed Name and Title Erick Fry, GA/AL Transportation Business Line Leader

Georgia Department of Transportation (GDOT)
Office of Transportation Services Procurement
One Georgia Center
600 West Peachtree Street, NW
19th Floor
Atlanta, Georgia 30308

This Addendum, including all articles and corrections listed below, shall become and form a part of the original RFQ package and shall be taken into account in preparing your proposal.

I. **EXHIBIT 1, Number 5. Required Area Classes, Paragraph One is deleted in its entirety and replaced with the following paragraph:**

Prime Consultants are defined as the firm submitting the Statement of Qualifications and the firm with whom GDOT will contract. The Team is defined as the Prime Consultant and their sub-consultants, who are considered team members. The Prime Consultant or sub-consultant team members must be prequalified in the Area Classes identified below Respondents should submit a summary form (example provided in **Exhibit IV**) which details the required area classes for the Prime Consultant and all sub-consultants or joint-venture of consultants on the team listed in the Statement of Qualifications. The area classes listed on the summary form must meet all required area classes or the team will be disqualified. The Prequalification Expiration Date must be current by the deadline stated for this RFQ.

II. **V.A. - Selection Criteria for Phase II – Criteria for Evaluation of Technical Approach is deleted in its entirety and replaced with the following:**

A. **Technical Approach – 40%**

The Selection Committee will evaluate the shortlisted firms (Finalists) on their Technical Approach, which shall account for a total of forty (40%) percent. The Selection Committee shall utilize the following additional criteria

B | Experience and Qualifications

B1. Project Manager

Brian Purvis, PE – Project Manager

a. Education	BS, Civil Engineering, North Carolina State University, 1991
b. Registration	Professional Engineer in NC (026079), SC (19494) and GA (Pending)

c. Relevant engineering experience

Brian Purvis is a Professional Engineer specializing in Transportation, Safety Service Patrols and ITS / TMC Operations and is in the national leadership in Emergency Transportation Operations / Traffic Incident Management (TIM). He has an impressive emphasis on building TIM teams and program development leadership for North Carolina DOT (NCDOT) and the North Carolina Turnpike Authority (NCTA). Brian has provided leadership for Emergency Management response coordination where real-time action is required to save lives; and is able to make tough decisions under pressure while building trust amongst multi-agency, multi-discipline team members. Additionally, Brian is certified as a National SHRP 2 Master Trainer for the FHWA's multi-discipline TIM Training. Brian is excited to devote his time and talents to assist the GDOT staff in managing traffic and operations and furthering the mission to provide a secure, flawless and a sustainable transportation system that supports Georgia's financial system and is sensitive to its citizens and environment.

Brian is ideally suited to serve as the GDOT TMC Project Manager.

1. Proven Project Manager: Managed similar NCDOT (120 staff) and NCTA (9 contract staff) programs and five consultant led projects.

2. GDOT Experienced: GDOT Macon TMC Operations Project Manager from July 2013 to November 2015. Interim Project Manager for the GDOT HERO Operations and Maintenance Support contract. Developed Georgia specific FHWA SHRP2 TIM Training.

3. Multi-state TMC/TIM Operations: National FHWA SHRP2 Master TIM Trainer. TIM Team Development, Specialty Training and Operations Support in GA, NC, NV, MS, LA, AR and SC.

4. Strong Working Relationships: Worked with Atlanta/Macon TMC supervisory staff and worked on team with John Gilligan to implement TIM teams in Mississippi.

5. Proven Implementer: Experience implementing new TIM programs directly beneficial to GDOT implementing new managed lanes operations program.

6. 100% Available: Joined AECOM in November 2015 to pursue project management opportunities in Georgia.

d. Relevant project management experience

Project Manager/TMC Staffing Coordinator Georgia DOT | Transportation Management Center ITS Operations and Support | Macon, Georgia. Brian served as the Manager of Special Projects for this project to provide services necessary to staff and operate the Macon TMC operated by GDOT. He facilitated timely and accurate responses to clearing traffic delays, including providing operators with the necessary resources to assist Georgia drivers with real-time travel information. The result is the mitigation of serious congestion and similar conditions, which greatly improves travel times throughout the state. His experience with Rural TMC operations in both Georgia and North Carolina leads to best practices in rural traffic response, dispatch, coordination and outreach to multiple response agencies.

Interim Project Manager, Georgia DOT Maintenance and Operations (M&O) of the Incident Management Unit. Brian worked with GDOT and other emergency response agencies for the operations of the Highway Emergency Response Operators (HERO) Unit and the GDOT incident management program. He assisted in the development of policies and procedures for the program, including the development and delivery of training for DOT, HERO, state and local officials, emergency responders and the towing community. He assisted in development efforts for the Metro Atlanta Traffic Incident Management Enhancement (TIME) Task Force and the Towing and Recovery Incentive Program (TRIP). He provided Federal Highway Administration TIM training to HERO, TMC staff and multiple responders in Georgia as a certified master trainer and developed the SHRP2 TIM training that is now the standard for the state.

Roadway Operations Manager and State Incident Management Engineer, North Carolina DOT | Raleigh, North Carolina. In these program management roles, Brian was responsible for overseeing North Carolina's statewide Incident Management / ITS budgets and the associated programs, including the Traffic Management Center and Safety Service Patrol programs. He managed responses to disasters and major incidents occurring on 80,000 miles of the nation's second largest state-maintained road system. He led coordination efforts with agencies, such as law enforcement, emergency management and media, among others, regarding the state's Incident Management activities, such as:

- Coordinated funding, design, construction and transitioning into the new, multi-agency Statewide Transportation Operations Center.
- Trained 30,000 fire and other first responders on proper incident response and clearance techniques in a one-year period.
- Coordinated agency hurricane response plans and managing safety service patrol response for Hurricane Irene coastal evacuations in 2011.
- Managed major incidents on a regular basis, such as major commercial vehicle crashes, mountain rock slides, snow and ice events, and tornadoes.
- Served as the chair of North Carolina's Statewide Interoperability Executive Committee, overseeing coordination, funding, outreach, technology, training and governance for voice and data interoperability.
- Developed a statewide 800mHz radio system for coordination of regional and statewide TMC and Service Patrol dispatch and communications with other agency partners.

In addition, Brian was a key member of the NC Turnpike team leading planning and implementation of traffic incident management for North Carolina's first electronic toll road. He was responsible for daily TMC activities along with dedicated State Highway Patrol and Safety Service Patrol response for the Turnpike.

Project Manager, Facilitation Services for Nevada Traffic Incident Management (TIM) Coalitions. Brian served as the Project Manager and TIM Facilitation Expert/Master Trainer working with NDOT, NHP and other emergency response agencies for the coordination of both rural and urban TIM programs across the state. He assisted in the development of policies and procedures for the program, including the development and delivery of training for all first responders. He worked on Joint Operation Policy Statements, legislation and operations changes to enhance safe, quick clearance of incidents and initiatives that advance the goals of safely and efficiently serving Nevada's motorists.

Mississippi River Intelligent Transportation System | TIGER 3 Grant. Brian served as a Traffic Incident Management Specialist to provide training delivery of FHWA SHRP2 TIM Training; create and manage multi-disciple, multi-jurisdiction and multi-state Traffic Incident Management Teams; and develop and document towing and recovery response plans for major bridge crossings across the Mississippi River as part of a larger project. Brian worked closely and successfully with John Gilligan, our proposed Atlanta TMC Operations Manager in delivering this project. He provided coordination between Arkansas, Louisiana and Mississippi traffic management centers as part of a larger initiative to install intelligent transportation devices and software integration to streamline complex response requirements to incidents having multi-jurisdiction and multi-state response requirements.

e. Relevant experience utilizing GDOT specific processes, manuals, or guidance

Brian has direct experience with GDOT TMC operations through his constant interactions with the Macon TMC serving as the Project Manager, supplying invoices, reviewing manuals, policies and procedures and guidance documents for TMC operations. He also regularly attended monthly TMC meetings in both Atlanta and Macon and is familiar with the flow of operations.

Brian served as the Metro Atlanta TIME Taskforce Operations Subcommittee coordinator, regularly attended and supported the TIME Board along with the other various subcommittees. In this role, he developed Georgia's statewide specific FHWA SHRP2 TIM training program and regularly provided training to multiple agencies, including HERO and TMC operators, supervisors and managers. He served as interim Project Manager and is familiar with the processes for contract management and reporting for the GDOT HERO Operations and Maintenance Support contract. He is also familiar with STIX activation.

Brian served as a TRIP manager, assisting in the development of training, outreach and operation standards for this innovative program. He regularly attended After Incident Reviews, reviewed TMC and HERO timelines, reviewed payments, coordinated meetings and prepared presentations and performance measurement reports.

Brian is familiar with the Navigator software and its functionality and capabilities. He is familiar with HERO training, traffic control techniques and Standard Operation Procedures (SOPs).

B2. Key Team Leaders

John Gilligan – Atlanta Operations Manager

a. Education.	MBA, Finance, Florida State University BA, Business Admn. St. Leo University
b. Registration	NA

c. Relevant experience

With 22 years of operations and training experience in the Army, and with his MBA earned in 2007, John Gilligan entered the world of TMC operations in Mississippi in 2008, where he has been a huge success as the ITS Operations / Maintenance Manager for the Mississippi DOT (MDOT).

MDOT Statewide TMC Operations Manager | AECOM | Jackson, Mississippi. From 2008 to 2013, John served as AECOM's TMC Operations Manager. This was a very challenging assignment because the TMC was newly created requiring a manager to develop the operations "from the ground up." He was responsible for all activities related to the 24/7/365 TMC Operations and ITS Field Maintenance statewide with staff including 14 TMC operators, 6 field maintenance technicians, 3 system support staff, and a network administrator.

Initial operations procedures: John developed the initial operations procedures, which were based on procedures that AECOM (formerly URS) developed for the GDOT TMC. He managed contraflow response to Hurricane Gustav (2008).

Stakeholder partnerships: John recognized the emergency management (EM) community was unaware of the MDOT's new TMC and its purpose. John singlehandedly launched and administered an educational partnership campaign with the emergency management providers.

TIM Teams: John developed statewide and regional TIM teams. He worked closely with Brian Purvis to provide TIM team training and bridge response plans to multiple response agencies.

ITS Maintenance: Because of John's success in TMC operations, MDOT also asked him to manage ITS maintenance.

MDOT Statewide ITS Operations/Maintenance Manager | Independent Contractor to MDOT | Jackson, Mississippi. In May 2013, MDOT decided to no longer contract out their TMC operations, but instead hire TMC staff directly as independent contractors. John was hired directly as the Statewide ITS Operations/Maintenance Manager and remains in this role today. John's goal is to advance his career by re-joining AECOM to manage the daily contracted operations of the GDOT Atlanta TMC.

U.S. Army. From 1984 to 2006, John served in various positions including trainer, executive administrative assistant, Section Chief, Operations Analyst/Systems Trainer, Department Manager, and Trainer/Advisor/Counselor.

Developed procedures and training: John developed new procedures and training for schedulers, flight unit and customer service representatives – reduced turnaround time 60+%.

Trained staff: John led, trained, mentored, and counseled a group of 64 new recruits every 9 weeks.

Software testing and improvements: John trained and led system qualification tests and software acceptance tests.

John is excited about this opportunity to advance his career. He is a contract employee at MDOT and will rejoin AECOM when selected as your TMC Operations Manager.

1. Proven TMC Operations Manager: Managed MDOT Statewide and Regional TMCs for 8 years. Strong performance led to MDOT also assigning John to manage the ITS Maintenance staff.

2. Structured Operations Experience: 22 years Army operations and training experience

3. NaviGAtor Proficient: Managed implementation and integration of Navigator (iNet) software at MDOT. Created MDOT's initial SOPs based on GDOT TMC SOPs developed by AECOM (Legacy URS).

4. Builds Effective Working Relationships: Built new working relationships with emergency management providers in Jackson, MS, creating immediate value and long-term success of the new MDOT Statewide TMC.

5. Proven Implementer Implemented MDOT TMC from "the ground up." Built tri-state (MS, AR, LA) emergency response system and multi-state response coordination procedures and practice drills.

6. Expert Trainer: Developed and continues to administer MDOT TMC training program. Led, trained, mentored, and counseled 64 new ARMY recruits every 9 weeks.

d. Relevant experience utilizing GDOT specific processes, manuals, or guidance

Extensive experience using NaviGAtor (iNet) software, including development, implementation, SOPs development, training, and upgrades. Knowledge of GDOT TMC SOP's, which were used to develop MDOT TMC SOPs.

Keith Amos – Macon Operations Manager

a. Education	Graduate, Upson County High School Gordon College (2.5 years)
b. Registration	Fiber splicing training

c. Relevant experience

Keith Amos retired from GDOT District 3 with 30 years of dedicated service. At GDOT, he served as Traffic Signal Technician Supervisor for a 30-county area in the Thomaston District Office for almost 19 years, as well as serving as a member of the GDOT Statewide Signal Timing Team for six years before returning to the District 3 Office to complete his service as a Traffic Operations Engineer.

Since joining AECOM in 2013, Keith has served as a lead traffic operations engineer on the Statewide Signal Timing program as well as serving part-time as a signal technician on the Regional Traffic Operations Program (RTOP) #2.

Signal Technician Supervisor, GDOT District 3: Keith managed six (6) signal technicians and was responsible for scheduling, after-hours callouts, training, work competency testing, and annual performance reviews. He was also responsible for the technicians keeping their vehicles maintained according to Department specifications and making sure all Department safety policies were followed. He assisted the district signal engineer with timing the isolated and coordinated traffic signals systems within the district and trained traffic signal technicians and traffic signal trainees in the use of all traffic signal software and proper signal repair procedures. Assisted the district signal engineer with the design and review of new signal installations and signal upgrades.

District Traffic Operations Engineer, GDOT District 3: Keith assisted the general public, consultants, and local governments with any issues, requests, or questions they may have concerning the operations and policies of the Traffic Operations section in District 3, and developed strong customer service skills through required interaction with the public and local municipalities.

He performed in-house traffic engineering studies and reviewed traffic engineering studies submitted by local governments and consultants. Performed speed zone studies and set speed limits on state routes and reviewed and approved speed limits on non-state route roadways where speed detection devices were used. Reviewed and approved signage and striping and markings on the state route system.

Keith's GDOT operations, public interactions, and staff management experience make him the ideal candidate to transform the Macon TCC to its future state, where the TCC's primary focus will be providing exceptional customer service.

1. District 3 and GDOT processes expertise: 30 years of experience in GDOT District 3 operations and following GDOT processes and procedures.

2. Experienced staff manager: Managed six (6) signal technicians, responsible for scheduling, afterhours callouts, training, work competency testing, and annual performance reviews.

3. Signal operations expertise: Proficient timing engineer with remote signal programming and ramp metering skills. Has expertise to implement advanced signal operations/monitoring and measure effectiveness.

4. District 3 working relationships: Has relationships of trust already built with GDOT District 3 operations and maintenance staff.

5. Traffic studies/analysis expertise: Served as District 3 traffic operations engineer and can leverage these skills to advance the evaluation of the effectiveness of the TCC's work.

6. 100% available: Recently transitioned off RTOP #2.

Signal Technician, Regional Traffic Operations Program (RTOP), GDOT: Keith served as a part-time signal technician on the Northside Drive corridor, responsible for preventive maintenance, signal and communications troubleshooting and repairs, traffic data collection, construction inspection and coordination, and signal timing operations.

NOTE: Keith no longer serves on RTOP; Bruce Mixon is now AECOM's Northside Drive signal technician.

d. Relevant experience utilizing GDOT specific processes, manuals, or guidance

Keith's GDOT experiences in numerous areas of traffic operations and traffic engineering have given him expertise in many GDOT processes and procedures including Signal Design Guidelines, Signing and Marking Design Guidelines, Traffic Studies, and GDOT specifications numbers 647, 687, 925, and 938. He is also skilled at following GDOT communications protocols when providing customer service to the public and local municipalities.

Kenneth Young – Training Manager

a. Education	BS, Criminal Justice, Florida Metropolitan University, 2003
b. Registration	NA

c. Relevant experience

Kenneth Young has continuous experience in TMC and toll operations since 2004 including TMC Operations Manager for the I-495 / I-95 Reversible Express Lanes in Northern Virginia; Assistant TMC Operations Manager at Florida DOT District 4 TMC in Fort Lauderdale, and Assistant TMC Operations Manager at the Florida Turnpike TMC. His direct roles have included managing the daily activities of a 24x7 TMC operation including the hiring and training of TMC Operators, operations scheduling, policy development, and updating SOPs to conform to current status of ITS devices and procedures. His toll operations experience includes serving as TMC Supervisor and Operator at the Florida Turnpike's TMCs in Pompano and Orlando, Florida.

I-495 / I-95 Reversible Express Lanes TMC Operations, Northern Virginia. Kenneth is TMC Operations Manager responsible for 24x7 control room and incident management operations under contract with Transurban USA. The I-95 Express reversible lanes system includes over 250 gates, dynamic message signs, CCTV cameras, speed detectors, lane control and variable speed limit signs. He prepares SOPs, operational checklists and opening/closing scenarios to ensure that sequencing steps are safe to the motoring public and efficient in terms of length of time for reversal. He manages a staff of 12 operators who monitors the CCTV network, dispatches service patrol and supports VA511 traveler information services. He trains and certifies the TMC operations on standard operating guidelines, communication protocols and incident management procedures.

Kenneth prepared and delivered training on all aspects of control room operations. The Express Lanes Operator training program is a four week course of classroom and practical (hands-on) experience, which allows staff to obtain knowledge of Express Lanes and apply skills in an active control room environment. The four-week course includes a detailed orientation of the roadway, traffic incident management concept, standard operating guidelines, communication protocols, gate reversal procedures and protocols, and device utilization.

FDOT District 4 TMC Operations, Broward County, FL. Kenneth was Assistant TMC Operations Manager responsible for overseeing the daily activities of a 24x7 TMC covering 200 interstate miles, the hiring and training of TMC operators, operations scheduling, policy development, and updating SOPs. In his previous role as a TMC supervisor, his duties were to monitor the activities of the control room floor, facilitate operations by guiding critical TMC operation decisions, developing special event response plans, provide guidance during severe events and generate severe event response reports, coaching and training of staff, and policy development.

Florida Turnpike TMC Operations. Kenneth was ATIS Team Leader / Shift Supervisor responsible for managing traffic incidents, promoting SOPs, training and developing a staff of 10 team members internally and 10 team members externally.

Kenneth is a TMC operations expert, who also has reversible managed lanes expertise. He is ideally suited to serve GDOT as the Department prepares for the I-75 South Managed Lanes opening in late 2016.

1. Proven trainer: Delivered Express Lanes Operator Training for the I-495 / I-95 Reversible Express Lanes TMC Operations in Northern Virginia. Also delivered TMC operations training for FDOT District 4 and FL Turnpike.

2. Managed lanes operations/training expertise: Kenneth brings instrumental I-95 Reversible Managed lanes closing/opening procedures development and training expertise.

3. SOP author: Developed the SOPs, operational checklists, and opening/closing scenarios for I-95 express reversible lanes system.

4. Staff manager skills: Managed staff in VA, FDOT, and the FL Turnpike. Can provide staff management support to TMC Operations Managers when needed.

5. Proven implementer: Lead developer and implementer of the I-95 Reversible Managed lanes closing/opening procedures.

6. 100% available: Will re-join AECOM if selected. Can be available early if needed to help with managed lanes SOP development, training, and drills.

d. Relevant experience utilizing GDOT specific processes, manuals, or guidance

Kenneth has directly relevant experience to the GDOT TMC's current and future processes including developing, implementing, and training staff on Reversible Managed Lanes opening/closing procedures, SOPs, and 511 operations.

Karen Judd – Media and Outreach Manager

a. Education	MA, Mass Communications, University of Florida, 2015 BA, Interdisciplinary Social Sciences, University of South Florida, 2004
b. Registration	N/A

c. Relevant experience

Karen is new to AECOM, but has come to the organization with 11 years of experience in the communications and media relations industry, with four in the Atlanta market. She has designed and implemented targeted public relations and marketing campaigns for two major state universities, five domestic non-profit organizations and two international non-governmental organizations. Her specialties include media/press management, crisis communications, audience analysis and multi-channel marketing strategy including digital, social and traditional media tactics.

Transportation Investment Act Program, GDOT

Karen currently leads all aspects of communications for GDOT's implementation of the Transportation Investment Act (TIA). This $1.8 billion, 871 project initiative is funded locally by tax payers in three regions that include 46 counties and the major media markets of Augusta-Aiken and Columbus. As an embedded consultant, Karen serves as a press liaison, manages media outreach, designs and implements social media and website development efforts and advises local GDOT communications officers on TIA-related media and marketing issues. In her first four months with the program Karen has increased media coverage from 0.64 instances per month, to 10.5, and has hosted media briefings and/or press meetings in key markets to further promote positive coverage of the program. Additionally, Karen has bolstered TIA's social media presence by creating audience-specific original content and timed campaigns that have increased Facebook reach over 400%.

Karen has proven expertise leading communication and outreach efforts on GDOT's $1.8 Billion TIA program. She will transition 100% to the TMC Media and Outreach Manager upon selection of AECOM.

1. Proven Outreach and Marketing Success: Introduced campaigns with enormous increases in media coverage and revenue generation.

2. Diverse Marketing Background: Experience with GDOT, Universities and Fundraising efforts. Able to successfully manage outreach to varied audiences.

3. GDOT Familiarity: Coordinates directly with GDOT Communications office on marketing and outreach initiatives.

4. 100% Available: Will move from TIA program to TMC Media and Outreach Manager upon selection of AECOM .

India-America Cross Communications and Fundraising Campaign (CARE India). Karen worked with CARE India to provide market research and guidance in the creation of a modernized and low-cost communications plan to help the organization capitalize on the recent development of philanthropic law and spirit in the people of India, its corporations and within its American diaspora. The campaign included a mix of press/media outreach, traditional direct campaign email marketing, social media campaign featuring a high volume of original video content and a pilot ambassador program targeting college students. Initial projections showed the plan should attract around 5,000 new donors due to the one year duration of the campaign.

Rebranding of the Florida Museum of Natural History (University of Florida). As a result of diminishing state funding, the Museum was tasked with creating new earned income opportunities to raise money. Karen was brought on board to fully redesign, market and manage the institution's facility rentals program. Under her guidance, revenue for the program increased by 330% in three years by strategically marketing rentals of the institution as a charitable act and subsequently attracting a significant portfolio of national private and corporate clients. Karen worked extensively with national tourism and event trade magazines and media to garner positive press. The revenue generated by the program continues to provide a major source of unrestricted funds to the Museum's operating budget and continues to garner national attention.

d. Relevant experience utilizing GDOT specific processes, manuals, or guidance

Working closely with GDOT's central communications department, Karen has become familiar with the organization's standard operating protocol as it relates to external communication efforts with the general consumer public, other government organizations and state and local elected officials.

B3. Prime Experience

AECOM has operated 40+ TMCs (21 are active now) and the following five are similar to the GDOT TMC.

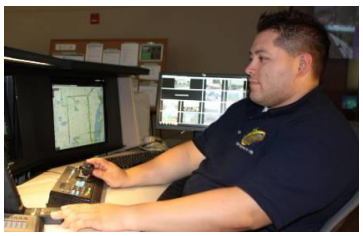
Florida DOT District 6 ITS Operations Services

a. Client name, project location and dates

Florida DOT, District 6, Miami, Florida, 2007-2016

b. Description of overall project and services performed

AECOM was awarded an eight-year contract with the FDOT District 6 to provide the following services: TMC control room staffing (24/7); TMC control room staff training & certification; TMC performance reporting services; contract management of service patrols; contract management of ITS infrastructure; contract management of the Advanced Traveler Information System; TMC Information Technology services; miscellaneous TMC operations support services; ITS public outreach services; ITS utility locate services; and traffic operations & ITS engineering services. An important part of this contract was the operational start-up, continuing operations and advancement of their express lanes regional network. AECOM developed the express lanes SOPs; developed and delivers an express lanes training program; developed the dynamic pricing software; provides 24/7 operations of the express lanes; provides incident management services within the express lanes; prepares express lanes performance reports; and continues to provide consultant services for the transformation of the operations and software from the initial 7.2 mile segment to the evolving regional express lanes network.



c. Duration and budget: 9 years, $45M

d. Experience utilizing GDOT specific processes

Many of the same SOPs and training materials used for Express Lanes operations are transferrable to the GDOT ITS operations.

e. Client(s) current contact information

Javier Rodriguez, (305) 640-7307

f. Involvement of Key Team Leaders: N/A

Florida DOT District 4 ITS Operations Services

a. Client name, project location and dates

Florida DOT, District 4, Ft. Lauderdale, FL, 2004-2018

b. Description of overall project and services performed

AECOM provides TMC operations (24/7) for the SMART SunGuide RTMC. AECOM's operations staff include: one TMC manager, one Assistant TMC manager, three operations supervisors, seven lead operators, eight express lanes operators, 15 operators, three IT network technicians, one traffic control coordinator, one TIM specialist, one express lanes coordinator, one managed lanes technician and four administration staff. The SMART SunGuide RTMC covers approximately 200 centerline miles of interstate highways. AECOM is also responsible for the preparation of several documents – ITS Strategic Business Plans, Annual Reports, Disaster Recovery Plan and System Engineering Management Plan. In addition, AECOM also operates the Severe Incident Response Vehicle (SIRV) program designed to improve coordination between emergency response agencies and providing an Incident Command Post throughout the duration of the incident. AECOM provides five SIRV vehicles and a staff of 10 trained SIRV operators. AECOM also has staff assigned to the I-595 Reversible Express Lanes operations to confirm toll rate messaging and audit operational performance measures. AECOM is currently training operations staff to operate the express lanes along I-95 and I-75 beginning in 2016.

c. Duration and budget: 14 years, $42M

d. Experience utilizing GDOT specific processes

Many of the same SOPs and training materials used for Express Lanes operations are transferrable to the GDOT ITS operations.

e. Client(s) current contact information

Daniel Smith, (954) 847-2633

f. Involvement of Key Team Leaders

Kenneth Young – Asst. TMC Operations Manager & Trainer

I-495 / I-95 Express Control Room Operations

a. Client name, project location and dates

Transurban USA, Northern Virginia, 2012-2015

b. Description of overall project and services performed

AECOM provided TMC operations (24/7) for the I-495/I-95 Express Lanes for the initial three year period. Prior to operational startup of the reversible Express Lanes along I-95 (29 miles), AECOM staff conducted a detailed review of the proposed gate operations and reversible lane procedures and then subsequently provided 24/7 operations including switching directions twice per day and operations of the gate control system. The I-95 Express Reversible Lanes system includes over 250 gates, dynamic message signs, CCTV cameras, speed detectors, lane control and variable speed limit signs. AECOM prepared SOPs, opera-

tional checklists and opening/closing scenarios to ensure sequencing steps are safe to the motoring public and efficient in terms of length of time for reversal. The TMC operations staff of 12 employees was trained and certified on SOPs, communication protocols and incident management procedures. While monitoring the CCTV camera and incident detection network, staff dispatches safety service patrol vehicles and supports the VA511 traveler information service. Operations follows a Joint Operations and Maintenance Protocol coordinating communications between law enforcement, fire rescue, VDOT, safety service patrols and towing to manage planned and unplanned incidents.

c. Duration and budget: 3 years, $3.3M

d. Experience utilizing GDOT specific processes

Many of the same SOPs and training materials used for Express Lanes operations, particularly reversible managed lanes, are transferrable to the GDOT ITS operations.

e. Client(s) current contact information

Rob Kearns, (571) 419-6028

f. Involvement of Key Team Leaders

Kenneth Young – TMC Operations Manager & Trainer

Mississippi TMC Operations

a. Client name, project location and dates

Mississippi DOT, Jackson & Hattiesburg, Mississippi, 2006-2013

b. Description of overall project and services performed

AECOM provided TMC operations and maintenance support to the Mississippi DOT (MDOT) for the Jackson Statewide TMC and the Hattiesburg Regional TMC. For Jackson Statewide TMC, AECOM provided one statewide TMC manager, 12 operators, and one field maintenance technician. For Hattiesburg TMC, AECOM provided one TMC manager and two operators. Our work included providing control room staffing, staffing and supervision of the maintenance program, development and implementation of an operations and maintenance training program, and development and reporting of performance measures. In addition, our staff provided the law enforcement dispatch function in support of MDOT's Law Enforcement Division.

c. Duration and budget: 8 years, $4.1M

d. Experience utilizing GDOT specific processes

Many of the same training materials used for TMC operations are transferrable to the GDOT ITS operations contract.

e. Client(s) current contact information

Mr. Wes Dean, (601) 359-7007

f. Involvement of Key Team Leaders

John Gilligan – ITS Operations & Maintenance Manager

VDOT TOC Operations & Maintenance

a. Client name, project location and dates

Virginia DOT, Hampton Roads, Virginia, 1992-2013

b. Description of overall project and services performed

AECOM provided operations and maintenance services for the ITS system within Hampton Roads, inclusive of the I-64 Reversible HOV Roadway system from 1992 to 2013. Features of the system include five automatic managed lanes gate systems, emergency vehicle access gates, 285 CCTV cameras, 196 dynamic message signs, 235 vehicle detectors, highway advisory radios and 140 centerline miles of fiber optic communications. AECOM provided staff within the TMC who was responsible for 24/7/365 control room operations and IT network management as well as safety service patrol operators and maintenance technicians. AECOM has been involved in virtually all phases of the I-64 Reversible HOV Roadway system in Hampton Roads, Virginia. The Reversible Roadway system operates along eight miles of I-64 on the approach to the Norfolk Naval Base - one of the largest naval bases in the world. The gate controlled access points control entry to and exit from the Reversible Roadway. There is a gate control panel located near each of the five access points along the Reversible Roadway. These gate control panels are configured so that they can be operated locally (at the gate control panel) or remotely from the TMC control room.

c. Duration and budget: 20 years, $150+M

d. Experience utilizing GDOT specific processes

Many of the same SOPs and training materials used for reversible lanes operations are transferrable to the GDOT ITS operations contract.

e. Client(s) current contact information

Mr. Ken Coody, (757) 925-2557

f. Involvement of Key Team Leaders

No key team leads, but Matt Lee our Project Director served as the Project Manager.

B4. Area Class Summary Form/Notice of Professional Consultant Qualifications

Area Class Summary Table

Area Class #	Area Class Description	AECOM	Kennedy Eng.
	DBE - Yes/No	No	Yes
	Prequalification Expiration Date	2/28/2018	7/31/2018
1.07	Attitude, Opinion, and Community Value Studies (Public Involvement)		
1.10	Traffic Analysis		
3.06	Traffic Operations Studies		
3.09	Traffic Control Systems Analysis, Design and Implementation		

Area Class Lead

Area Class Support

STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION

NOTICE OF PROFESSIONAL CONSULTANT QUALIFICATION

You are qualified to provide Consulting Services to the Department of Transportation for the area-classes of work checked below. Notice of qualification is not a notice of selection.

NAME AND ADDRESS	ISSUE DATE	DATE OF EXPIRATION
AECOM Technical Services, Inc. 1360 Peachtree Street, Suite 500 Atlanta, GA 30309	8/14/15	2/28/18

SIGNATURE

Glenn Bowman

1. Transporation Planning

X	1.01	State Wide Systems Planning
X	1.02	Urban Area and Regional Transportation Planning
X	1.03	Aviation Systems Planning
X	1.04	Mass and Rapid Transportation Planning
X	1.05	Alternate System and Corridor Location Planning
	1.06	Unknown
X	1.06a	NEPA Documentation
X	1.06b	History
X	1.06c	Air Studies
X	1.06d	Noise Studies
X	1.06e	Ecology
X	1.06f	Archaeology
	1.06g	Freshwater Aquatic Surveys
X	1.07	Attitude, Opinion and Community Value Studies
X	1.08	Airport Master Planning
X	1.09	Location Studies
X	1.10	Traffic Studies
X	1.11	Traffic and Toll Revenue Studies
X	1.12	Major Investment Studies
X	1.13	Non-Motorized Transportation Planning

2. Mass Transit Operations

X	2.01	Mass Transit Program (Systems) Management
X	2.02	Mass Transit Feasibility and Technical Studies
	2.03	Mass Transit Vehicle and Propulsion System
	2.04	Mass Transit Controls, Communications and Information Systems
	2.05	Mass Transit Architectural Engineering
X	2.06	Mass Transit Unique Structures
	2.07	Mass Transit Electrical and Mechanical Systems
	2.08	Mass Transit Operations Management and Support Services
X	2.09	Aviation
	2.10	Mass Transit Program (Systems) Marketing

3. Highway Design Roadway

X	3.01	Two-Lane or Multi-Lane Rural Generally Free Access Highway Design
X	3.02	Two-Lane or Multi-Lane with Curb and Gutter Generally Free Access Highways Design Including Storm Sewers
X	3.03	Two-Lane or Multi-Lane Widening and Reconstruction, with Curb and Gutter and Storm Sewers in Heavily Developed Commercial, Industrial and Residential Urban Areas
X	3.04	Multi-Lane, Limited Access Expressway Type Highway Design
X	3.05	Design of Urban Expressway and Interstate
X	3.06	Traffic Operations Studies
X	3.07	Traffic Operations Design
X	3.08	Landscape Architecture

3. Highway Design Roadway (Continued)

X	3.09	Traffic Control Systems Analysis, Design and Implementation
	3.10	Utility Coordination
	3.11	Architecture
X	3.12	Hydraulic and Hydrological Studies (Roadway)
X	3.13	Facilities for Bicycles and Pedestrians
X	3.14	Historic Rehabilitation
X	3.15	Highway Lighting
	3.16	Value Engineering
	3.17	Design of Toll Facilities Infrastructure

4. Highway Structures

X	4.01	Minor Bridges Design
X	4.02	Major Bridges Design
	4.03	Movable Span Bridges Design
X	4.04	Hydraulic and Hydrological Studies (Bridges)
X	4.05	Bridge Inspection

5. Topography

	5.01	Land Surveying
	5.02	Engineering Surveying
	5.03	Geodetic Surveying
	5.04	Aerial Photography
	5.05	Aerial Photogrammetry
	5.06	Topographic Remote Sensing
	5.07	Cartography
	5.08	Subsurface Utility Engineering

6. Soils, Foundation & Materials Testing

	6.01a	Soil Surveys
	6.01b	Geological and Geophysical Studies
	6.02	Bridge Foundation Studies
	6.03	Hydraulic and Hydrological Studies (Soils and Foundation)
	6.04a	Laboratory Materials Testing
	6.04b	Field Testing of Roadway Construction Materials
X	6.05	Hazard Waste Site Assessment Studies

8. Construction

X	8.01	Construction Supervision

9. Erosion and Sedimentation Control

X	9.01	Erosion, Sedimentation, and Pollution Control and Comprehensive Monitoring Program
X	9.02	Rainfall and Runoff Reporting
	9.03	Field Inspections for Compliance of Erosion and Sedimentation Control Devices Installations

STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION
NOTICE OF PROFESSIONAL CONSULTANT QUALIFICATION
You are qualified to provide Consulting Services to the Department of Transportation for the area-classes of work checked below. Notice of qualification is not a notice of selection.

NAME AND ADDRESS	ISSUE DATE	DATE OF EXPIRATION
Kennedy Engineering & Associates Group LLC 1350 Spring Street, Suite 425 Atlanta, GA 30309	8/13/15	7/31/18

SIGNATURE

Glenn Bowman

1. Transporation Planning

___	1.01	State Wide Systems Planning
___	1.02	Urban Area and Regional Transportation Planning
___	1.03	Aviation Systems Planning
___	1.04	Mass and Rapid Transportation Planning
___	1.05	Alternate System and Corridor Location Planning
___	1.06	Unknown
X	1.06a	NEPA Documentation
X	1.06b	History
___	1.06c	Air Studies
___	1.06d	Noise Studies
X	1.06e	Ecology
___	1.06f	Archaeology
___	1.06g	Freshwater Aquatic Surveys
X	1.07	Attitude, Opinion and Community Value Studies
___	1.08	Airport Master Planning
X	1.09	Location Studies
___	1.10	Traffic Studies
___	1.11	Traffic and Toll Revenue Studies
___	1.12	Major Investment Studies
X	1.13	Non-Motorized Transportation Planning

2. Mass Transit Operations

___	2.01	Mass Transit Program (Systems) Management
___	2.02	Mass Transit Feasibility and Technical Studies
___	2.03	Mass Transit Vehicle and Propulsion System
___	2.04	Mass Transit Controls, Communications and Information Systems
___	2.05	Mass Transit Architectural Engineering
___	2.06	Mass Transit Unique Structures
___	2.07	Mass Transit Electrical and Mechanical Systems
___	2.08	Mass Transit Operations Management and Support Services
___	2.09	Aviation
___	2.10	Mass Transit Program (Systems) Marketing

3. Highway Design Roadway

X	3.01	Two-Lane or Multi-Lane Rural Generally Free Access Highway Design
X	3.02	Two-Lane or Multi-Lane with Curb and Gutter Generally Free Access Highways Design Including Storm Sewers
X	3.03	Two-Lane or Multi-Lane Widening and Reconstruction, with Curb and Gutter and Storm Sewers in Heavily Developed Commercial, Industrial and Residential Urban Areas
X	3.04	Multi-Lane, Limited Access Expressway Type Highway Design
___	3.05	Design of Urban Expressway and Interstate
___	3.06	Traffic Operations Studies
___	3.07	Traffic Operations Design
___	3.08	Landscape Architecture

3. Highway Design Roadway (Continued)

___	3.09	Traffic Control Systems Analysis, Design and Implementation
___	3.10	Utility Coordination
___	3.11	Architecture
___	3.12	Hydraulic and Hydrological Studies (Roadway)
X	3.13	Facilities for Bicycles and Pedestrians
___	3.14	Historic Rehabilitation
___	3.15	Highway Lighting
___	3.16	Value Engineering
___	3.17	Design of Toll Facilities Infrastructure

4. Highway Structures

___	4.01	Minor Bridges Design
___	4.02	Major Bridges Design
___	4.03	Movable Span Bridges Design
___	4.04	Hydraulic and Hydrological Studies (Bridges)
___	4.05	Bridge Inspection

5. Topography

___	5.01	Land Surveying
___	5.02	Engineering Surveying
___	5.03	Geodetic Surveying
___	5.04	Aerial Photography
___	5.05	Aerial Photogrammetry
___	5.06	Topographic Remote Sensing
___	5.07	Cartography
___	5.08	Subsurface Utility Engineering

6. Soils, Foundation & Materials Testing

___	6.01a	Soil Surveys
___	6.01b	Geological and Geophysical Studies
___	6.02	Bridge Foundation Studies
___	6.03	Hydraulic and Hydrological Studies (Soils and Foundation)
___	6.04a	Laboratory Materials Testing
___	6.04b	Field Testing of Roadway Construction Materials
___	6.05	Hazard Waste Site Assessment Studies

8. Construction

X	8.01	Construction Supervision

9. Erosion and Sedimentation Control

X	9.01	Erosion, Sedimentation, and Pollution Control and Comprehensive Monitoring Program
___	9.02	Rainfall and Runoff Reporting
X	9.03	Field Inspections for Compliance of Erosion and Sedimentation Control Devices Installations

Keith Golden, P.E., Commissioner

GEORGIA DEPARTMENT OF TRANSPORTATION
One Georgia Center, 600 West Peachtree Street, NW
Atlanta, Georgia 30308
Telephone: (404) 631-1000

March 21, 2013

Ms. Lori G. Kennedy, President
Kennedy Engineering & Associates, LLC
1350 Spring St., Ste. 425
Atlanta, Georgia 30309

ANNIVERSARY DATE: Annually on March 21

Dear Ms. Kennedy:

The Georgia Department of Transportation has reviewed your Georgia Uniform Certification Disadvantaged Business Enterprise (DBE) application. Our evaluation of the information submitted with your request for certification indicates that your firm has met the criteria outlined in Federal Regulations 49 CFR, Part 26.

DBE Certification will be continuous; however; it is contingent upon the firm maintaining its eligibility annually through this office. You will receive an Annual Affidavit for Continuing Eligibility (AFCE) and request for Personal Financial Statement (PFS) approximately thirty days prior to your firm's certification anniversary date. **The Annual Affidavit for Continuing Eligibility and PFS document must be completed, signed and returned to our office before your anniversary date in order to continue your firm's eligibility as a DBE.**

Your firm will be listed in Georgia's UCP DBE Directory which can be accessed through the Department's website: www.dot.ga.gov. Prime contractors and consultants can verify your firm's DBE certification status and identify the work area(s) for which the firm is DBE eligible through this Directory.

Your Vendor ID Code is: 2KE515

Your firm has been certified to provide the following services as outlined in the North American Industry Classification System (NAICS):

NAICS Code	**541330**	**Construction Engineering Inspection, Erosion Control and Engineering**
NAICS Code	**541380**	**Geotechnical Testing**

It is your obligation to notify GUCP of any changes in ownership and/or control of your company. If at any time during the year there is a change in ownership and/or control of your firm, you are required to notify this office of such change in writing by sworn affidavit and with supporting documents within thirty (30) days. Changes also include but are not limited to officers, directors, management, key personnel, scope of work performed, daily operations, ongoing business relationships with other firms or individuals, or the physical location of your firm.

Failure to do so will be deemed a failure, on your part, to cooperate and will result in immediate actions to remove DBE certification in accordance with ***49 CFR Part 26, Section 26.83 (j)*** of the Federal DOT Regulation.

Sincerely,

Kimberly A. King
EEO Director

Patricia A. "Pat" Flowers
EEO Assistant Administrator – DBE Program

KAK/YLC

C | Resources/Workload Capacity

C1a. Overall Resources – Organization Chart

Georgia Department of Transportation

ITS Operations Advisory Committee
Bayne Smith, PE, PTOE
Bob Edelstein, PE

Project Manager
Brian Purvis, PE

Project Director & TMC Operations QA/QC
Matt Lee

Project Administrator
Terrie Thomas

ATLANTA TMC OPERATIONS

Operations Manager
John Gilligan

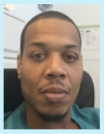
Support Staff
TMC Supervisors
Assistant Supervisors
Atlanta Operators
Atlanta Operator Trainees
Administrative Support
Technical Resource Specialist

Future:
Managed Lane Specialists

Kennedy Engineering & Associates Group LLC
(DBE Firm)
Subconsultant Principals
TMC Traffic Specialists
Assistant Traffic Specialists

TMC TRAINING

Training Manager
Kenneth Young



Support Staff
Assistant Trainer

MEDIA AND OUTREACH

Media and Outreach Manager
Karen Judd

MACON TCC OPERATIONS

Operations Manager
Keith Amos

Support Staff
Macon Manager
Macon Administrative Support
Macon Supervisor
Macon Operators
Macon Operator Trainee

SUPPORT SERVICES

Performance Measures and Reporting
Marc Start, PE, PTOE

Engineering Studies
France Campbell, PE, PTOE

Signal Operations
Jeff Legg

Customer Service Training Specialist
Cindy Campbell

AECOM proposes to interview existing staff for all open positions.

AECOM will find positions for all staff the Department desires to retain.

C1b. Primary Office

With over 250 staff members in the AECOM Atlanta Transportation group, we have ample manpower to deliver this program.

The AECOM Atlanta office is located just 10 miles from the GDOT main office and 14 miles from the GDOT TMC, which allows us to be responsive to GDOT's project management needs.

AECOM Atlanta Staffing Resources	
ITS/Traffic Engineering	29
Roadway/Civil	82
Bridge/Structural	10
Planning, Transit, Aviation	100
Environmental	67
Other	143

C1c. Additional Resource Areas & Ability

AECOM has created a streamlined team – one National firm with unparalleled expertise in TMC, managed lanes, and arterial operations and one DBE firm. AECOM's mission is to provide simplified accountability, new perspectives, national best practices (continually), and a proven ability to implement new ideas and practices, such as managed lanes operations. Additionally, we will provide many unique established programs and abilities that set AECOM apart from our competitors and show our deep commitment to being GDOT's premier TMC operations provider.

Managed Lanes Operations Expertise – **AECOM is operating managed lanes (ML) from TMCs** in Miami, Northern Virginia, and Fort Lauderdale. Not only can we bring this ML expertise to GDOT, we are also proposing that Kenneth Young, who has ML expertise and training expertise, serve fulltime as the Training Manager. As GDOT's ML program grows, Kenneth would make an ideal ML Operations Manager.

★**Benefit to GDOT: Confidence in development and implementation of new ML SOPs by AECOM staff with direct ML and reversible ML experience.**

Proven Staff Recruitment and Retention Programs

Tiered Recruitment Process: AECOM's three tiered approach to obtaining control room staff candidates has proven to be a successful methodology for identifying qualified and eager candidates early in the recruitment process. Our approach includes (1) setting up recruitment relationships with the local outplacement military employment office, (2) networking with the local association for retired law enforcement officers, and (3) conducting targeted campus recruitment via our local professional recruiters.

The STAR Program: AECOM invests in our frontline TMC staff through the STAR recognition program. Each quarter AECOM peers and client management nominate employees from each of our TMC and incident management programs to be honored as the monthly STAR (Sensational TMC Award Recipient).

★**Benefit to GDOT: Proven effective recruitment and recognition programs that lead to high staff retention.**

Statewide Mobility Performance Measures – Not only does AECOM measure TMC operational activity via performance metric reporting, we also measure local, regional and statewide traffic mobility via mobility performance reporting. Knowing and reporting the statewide traffic mobility will be critical for GDOT as the number of construction projects statewide increases dramatically thanks to the new HB170 funding.

★**Benefit to GDOT: Improved Public communications as the number of construction projects radically increase.**

TMC Portal – AECOM has built an easily accessible web portal that provides our clients with reference documentation from our international network of TMC operations.

★**Benefit to GDOT: Sharing TMC materials and national best practices for free.**

Seamless Transition – Since GDOT has been very proactive in advertising this contract well in advance of the expiration of the current contract, we anticipate a period of several months to plan for and execute the transition. To facilitate a seamless transition, AECOM is prepared to put our management team on-site, at our own cost, to plan for and execute the transition. This would include placing our Project Manager on-site as early as April 1st in order to give him sufficient time to observe the operations, evaluate the existing staff and plan for the transition. Also noteworthy is **AECOM will honor the longevity of existing staff.** For example, if an operator has 5 years of experience, they will receive Paid Time Off equivalent to a 5 year AECOM employee. This approach helped smooth the transition on our City of Sandy Springs operations contract.

★**Benefit to GDOT: Smooth transition for GDOT management and existing operations staff at no cost to GDOT.**

C2. Project Manager Commitment Table

PI/Project # for GDOT Projects / Name of Customer for Non-GDOT Projects	Role of PM on Project	Project Description	Current Phase of Project	Current Status of Project	Monthly Time Commitment in Hours (based on 170 hrs/month)
Project Manager – Brian Purvis, PE					
Mr. Purvis is a new employee at AECOM. He has no commitments and is 100% available.					

C3. Key Team Leader Project Commitment Table

PI/Project # for GDOT Projects / Name of Customer for Non-GDOT Projects	Role on Project	Project Description	Current Phase of Project	Current Status of Project	Monthly Time Commitment in Hours (based on 170 hrs/month)
Atlanta Operations Manager – John Gilligan					
Mr. Gilligan has signed a conditional offer letter to join AECOM's Atlanta office and will be 100% available.					
Macon Operations Manager – Keith Amos					
Keith's current part-time assignments end near the time this contract will begin. Keith looks forward to working closer to home in District 3. 100% Available					
PI 0010565 Statewide Timing Project	Signal tech	Develop and implement signal timing	2nd year of project	2 of 5 years completed	120 (His currently assigned tasks end 4/2016.)
Training Manager – Kenneth Young					
Mr. Young has signed a conditional offer letter to join AECOM's Atlanta office and will be 100% available.					
Media and Outreach Manager – Karen Judd					
Mrs. Judd currently works full-time on the GDOT TIA project and would be replaced by already trained staff. 100% Available					
Transportation Investment Act (TIA) Program	Communication Specialist	Provides communications regarding the implementation of the TIA Program	Band 1 completed 12/2015	Band 1 completed 12/2015	170