Pre-Bidders' Web Conference for SHRP 2 Reliability Project RFPs L32-B and L32-C

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Outline

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2. Projects Background
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Two Current SHRP2 Reliability RFPs

- On March 20, 2012, the second Strategic Highway Research Program(SHRP 2) released two requests for proposals (RFPs):

  - L32-B "**e-Learning for Training Traffic Incident Responders and Managers**"

  - L32-C "**Post-Course Assessment and Reporting Tool for Trainers and TIM Responders**"

About This Pre-Bid Webinar

- This web conference will provide information about the RFPs to prospective bidders.
- We will answer questions about the RFPs for the projects L32-B and L32-C

Webinar Learning Objectives

- After participating in this session, the audience members will be more knowledgeable about the background scope and objectives of L32-B and L32-C projects and be able to decide whether they want to prepare a proposal in response to the RFPs, and be able to prepare better proposals.

- Allow participants to ask questions about the RFPs and have them answered
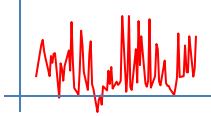
"To provide reliable travel times by preventing and reducing non-recurring congestion"

i.e., reduce the variability of travel time through reducing the underlying causes

Reliability Research focuses on The Seven Causes of Congestion

1	Incidents	
2	Weather	
3	Work Zones	
4	Fluctuation in Demand	
5	Special Events	
6	Traffic Control Devices	
7	Inadequate Base Capacity	

Organizing Transportation Agencies to Improve Reliability (group 1)

Project	Definition
L01 / L34	**Integrating Business Processes to Improve Reliability** Guide to transportation agency business processes which will improve reliability (development of E-tool included)
L06	**Institutional Architectures to Advance Operational Strategies** Guide to structuring organizations to improve traffic operations
L12 / L32ABC	**Training and Certification of traffic Incident Responders** **Training and certification programs for traffic incident responders to improve safe and quick clearance (including development of E-tools and training assessment)**
L17 / L31	**A Framework for improving Travel Time Reliability** An overall reliability program framework with specific best practices and outreach materials that make the case for highway agencies focusing on improved travel time reliability (including development of executive outreach material).

Reliability in Planning, Programming, and Geometric Design (group 2)

Project	Definition
L05	**Incorporating Reliability Performance Measures into the Transportation Planning & Programming Processes** Ensure consideration of reliability in planning & programming activities
L07	**Costs and Effectiveness of Highway Design Features** Identify and evaluate costs and effectiveness of design features
L08	**Incorporating Non-Recurrent Congestion Factors in HCM** Develop technical relationships to enable inclusion in HCM

Data and Analysis for Travel Time Reliability Performance (group 3)

Project	Definition
L02	**Travel Time Reliability & Mobility Monitoring Programs** Prepare guidebook and validate reliability monitoring methods
L03	**Analytical Procedures- Effects of Mitigation Methods** Define technical relationships between improvements and performance
L04	**Incorporating Reliability Estimation into Planning and Operations Tools** Develop models to assess reliability in planning and improve operations
L10	**Reducing Inappropriate Driving Behavior** Examine driver reactions to factors that cause non-recurrent congestion
L14	**Effectively Disseminating Travel Time Reliability Information** Assess how changes in accessibility, format, and utility of traveler information affects Reliability

Preparing for the Future (group 4)

Project	Definition
L11	**Evaluating Alternative Operations Strategies** Define user requirements, performance standards, and present and future reliability concepts of operations
L13 **L13A**	**Design & Implement a System for Archiving and Disseminating Reliability Data** Makes all forms of reliability project data available over the internet
L15	**Reliability Innovations Deserving Exploratory Analysis (IDEA)** Develop a portfolio of proofs of concepts for innovative ideas that could lead to one or two major breakthroughs

L12 Project Background

- The L12 Traffic Incident Management (TIM) Train-the-Trainer program is the product of a recently completed SHRP 2 Reliability research project

- Consists of state-of-the-art TIM training and course curriculum materials

L32 Projects Background

Three follow up projects are being developed based on the results from the core research of the L12 project:

- L32-A: "Train-the-Trainer" Pilot Courses for Incident Responders and Managers

- L32-B: e-Learning for Training Traffic Incident Responders and Managers

- L32-C: Interdisciplinary Train-the-Trainer Post-Course Assessment Tool

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L32-A: "Train-the-Trainer" Pilot Courses for Incident Responders and Managers

The purpose of L32-A Project is to conduct five pilot workshops of the train-the-trainer course and curriculum material and to further refine the course material based on the lessons learned at the pilot sessions.

L32-B: e-Learning for Training Traffic Incident Responders and Managers

This project will develop and implement an e-learning system that is primarily an electronic version of the classroom training and course curriculum material developed in the L12 project and further refined in project L32-A.

L32-C: Interdisciplinary Train-the-Trainer Post-Course Assessment Tool

The objective is to provide an interactive assessment tool for agencies to assess the effectiveness of lessons learned from L32-A and L32-B and other such practices currently employed.

L32-B Project Core Objectives

- To develop and implement an e-learning system for traffic incident responders and managers.

- The developed e-learning system will be in a modular format similar to the modular training units used in the classroom version as developed in project L12 and further refined in project L32-A.

L32-B Project Mandatory Requirements

- Close coordination and good interaction with other SHRP 2 L32 contractors

- Work closely with the SHRP 2 L32 project team consisting of SHRP 2 staff and the L32 Technical Expert Task Group (TETG) along with FHWA, AASHTO, and other public-sector and industry representatives.

L32-B Proposal Evaluation Criteria

- Level of understanding of the L12 and L32 A "Train the Trainer" Pilot projects
- Level of demonstrated collaboration coordination with L32 Contractors within the proposed work plan
- Understanding of e-tool development as related to the subject matter expertise and L32-B project functional requirements
- Innovation, practical application and e-tool sustainability and user friendly environment

L32-B Proposal Evaluation Criteria (2)

- The quality of the e-tool acceptance test plan. In other words, how will the test demonstrate if the e-tools function successfully?

- What percentage of the proposed work is devoted to literature review, functional requirements development and what percentage to building the e-tool and usability testing?

- Proposed budget compared with the value to be provided to SHRP 2.

- The breadth of the proposed scope, quality of the statement of proposed work, and the likely ability to complete the work in the time allocated.

L32-C Project Mandatory Requirements

- Close coordination and good interaction with other SHRP 2 L32 contractors

- Work closely with the SHRP 2 L32 project team consisting of SHRP 2 staff and the L32 Technical Expert Task Group (TETG) along with FHWA, AASHTO, and other public-sector and industry representatives.

The Intent of L32-C Project

The TIM Assessment tool will have two components:

- The first is an assessment tool that trainers can use to assess the effectiveness of the SHRP 2 TIM training materials in helping students achieve the learning objectives of the curriculum.

- The second component provides opportunity to identify resources or equipment that TIM responders and managers might need to achieve the goals of successful TIM practices as presented in the SHRP 2 TIM training material and curriculum.

L32C Project Features

- The TIM training assessment tool will include evaluation of L32-A and L32-B projects

- The TIM tool will have the inventory capabilities to support a comprehensive listing of TIM trainers and trainees and TIM training sessions being held or already completed as part of the L12 and L32-A projects.

Specifically the inventory shall provide:

- Coordinated database of trainees and trainers from projects L12 and L32-A.

- Evaluation reports from these TIM training sessions

- TIM trainer availability database – process and system for identifying TIM trainers available to provide courses.

- The TIM assessment tool will be scalable and will provide means to assess technical and process interoperability and serve individual agencies as an internal TIM assessment tool (similar to the FHWA TIM program self-assessment).

- The developed TIM assessment tool will be developed in such a manner that it allows integration with the ongoing TIM efforts at FHWA and AASHTO.

L32-C Proposal Evaluation Criteria

- Level of understanding of the L12, L32-A "Train the Trainer" and L32-B e-learning tool projects
- Level of demonstrated collaboration Coordination with L32-A and B Contractors within the proposed work plan
- Understanding of TIM Assessment e-tool development as related to the TIM subject matter expertise and L32-C project functional requirements
- Innovation, practical application and e-tool sustainability and user friendly environment

L32C Proposal Evaluation Criteria (2)

- The quality of the TIM assessment e-tool acceptance test plan. In other words, how will the test demonstrate if the e-tool functions successfully?
- What percentage of the proposed work is devoted to literature review, functional requirements development and what percentage to building the e-tool and usability testing?
- Proposed budget compared with the value to be provided to SHRP 2.
- The breadth of the proposed scope, quality of the statement of proposed work, and the likely ability to complete the work in the time allocated.

L32C Proposal Evaluation Criteria (3)

Quality of the independent assessment plan. In other words, how will the benefits of using a SHRP 2 L32-A and L32-B product or group of products be determined using L32-C TIM assessment tool? At least 10% of the work effort should be devoted to assessment.

Elements of a Good Proposal

- Obvious familiarity with web tool(s) being developed

- Team expertise and skills fit the proposed work plan

- Well-defined team organization and reasonable allocation of budget to team members

Elements of a Good Proposal

- Clear work plan that responds to the RFP
  - Practical: can be accomplished; focused
  - Creative: doesn't simply parrot back the RFP
- Realistic time-line
- Reasonable budget with some detail
  - Budget is allocated in a manner that will generate results
- Meets specified proposal selection criteria

Good Luck to Bidders!

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Question and Answer Session

- Please ask any questions you would like answered via the chat box function in the webinar software.

- It will be helpful if you can indicate whether the question pertains to the L32-B or to the L32-C RFP.

Resources and Reference Material

http://www.trb.org/StrategicHighwayResearchProgram2SHRP2/Pages/RFPs_L32-B_and_L32-C_Resources_and_Reference_Material_621.aspx