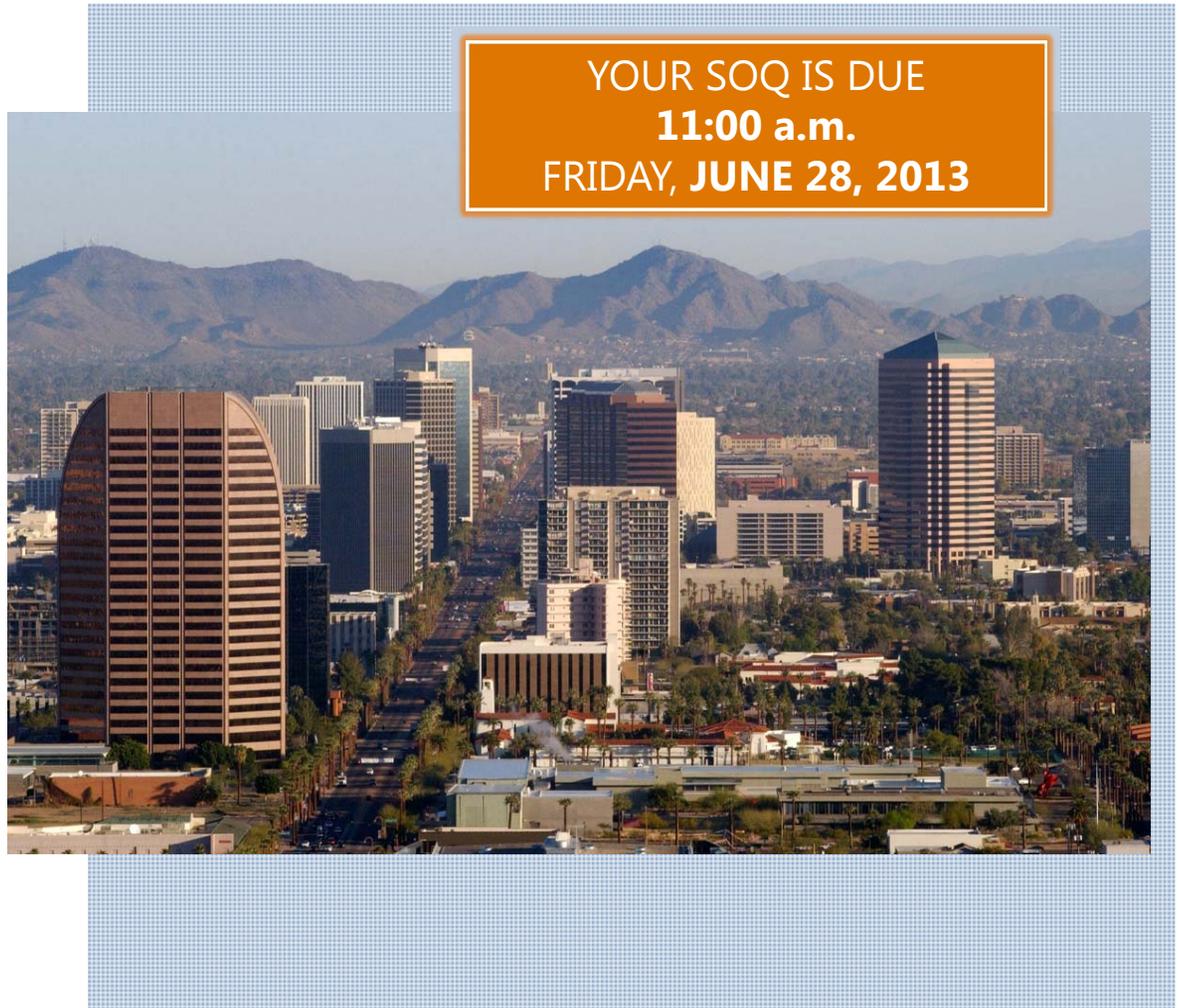


Consulting Services for MAG Regional Transportation Plan On-Call

Pre-Proposal Conference

June 7, 2013



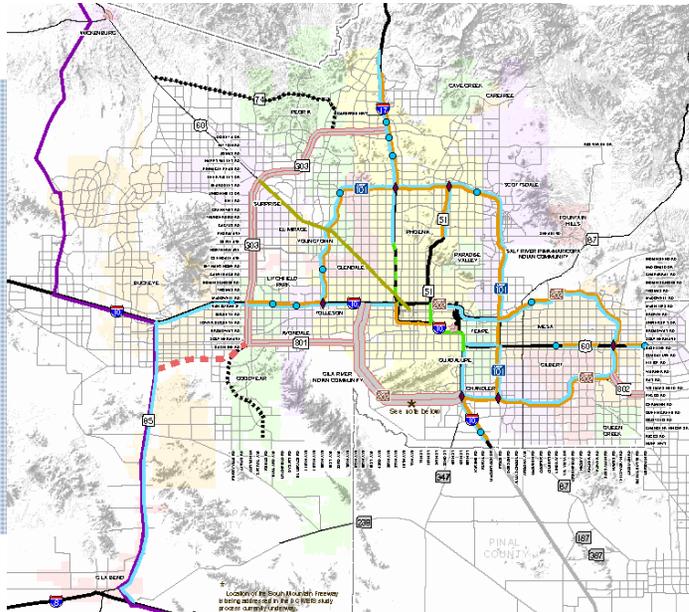
Introductions

Consulting Services for MAG Regional Transportation Plan On-Call

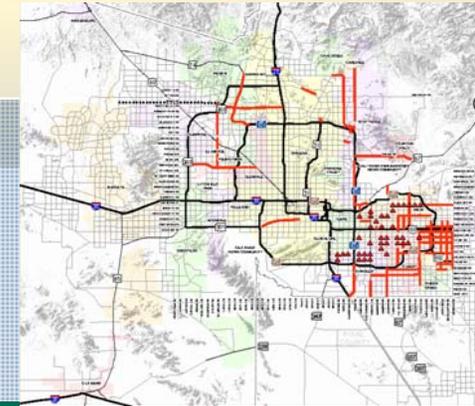
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11:00 a.m.
FRIDAY, JUNE 28, 2013**



Regional Transportation Plan



Regional Freeway and Highway Program

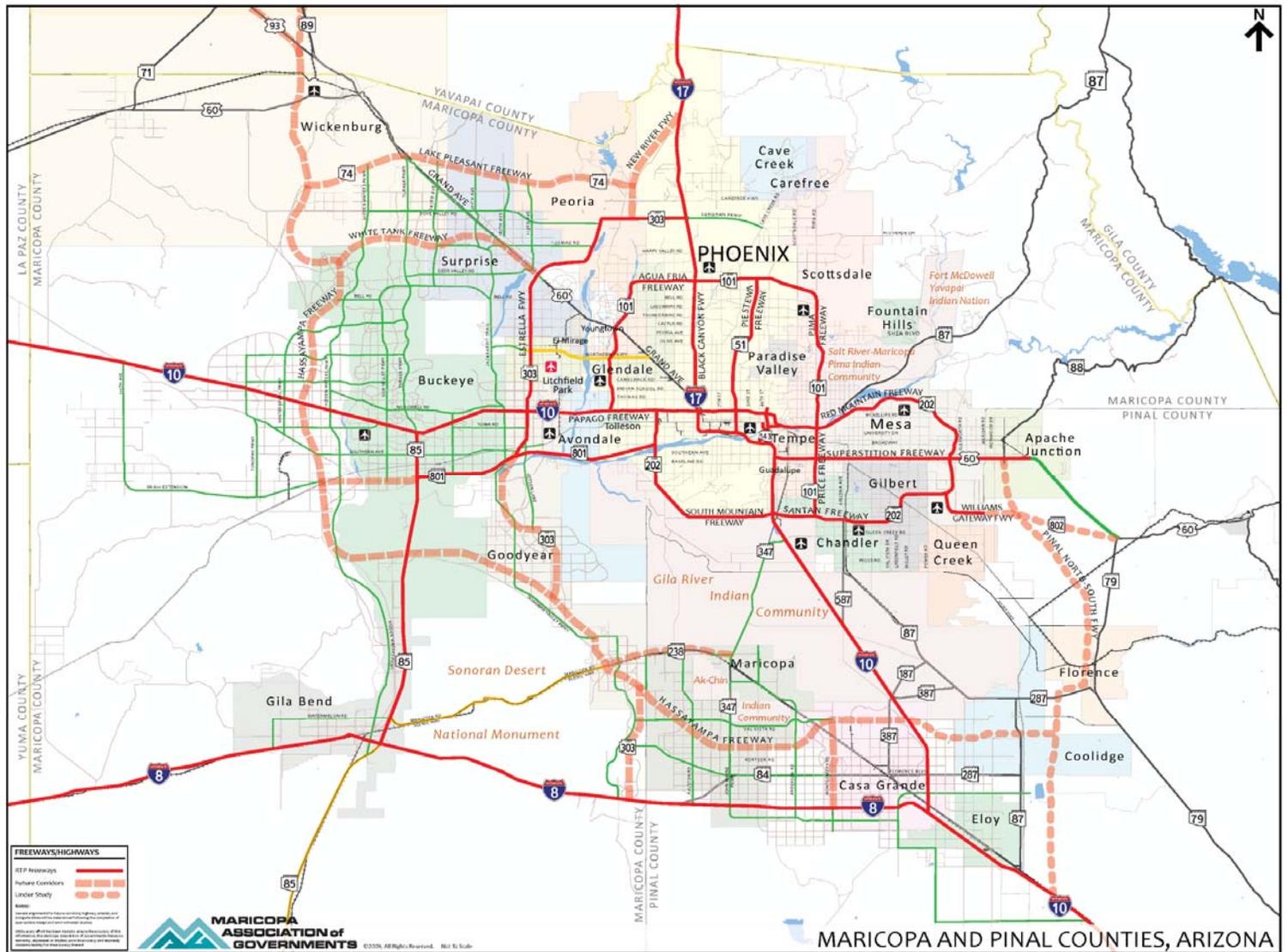


Regional Arterial Program



Regional Transit Program

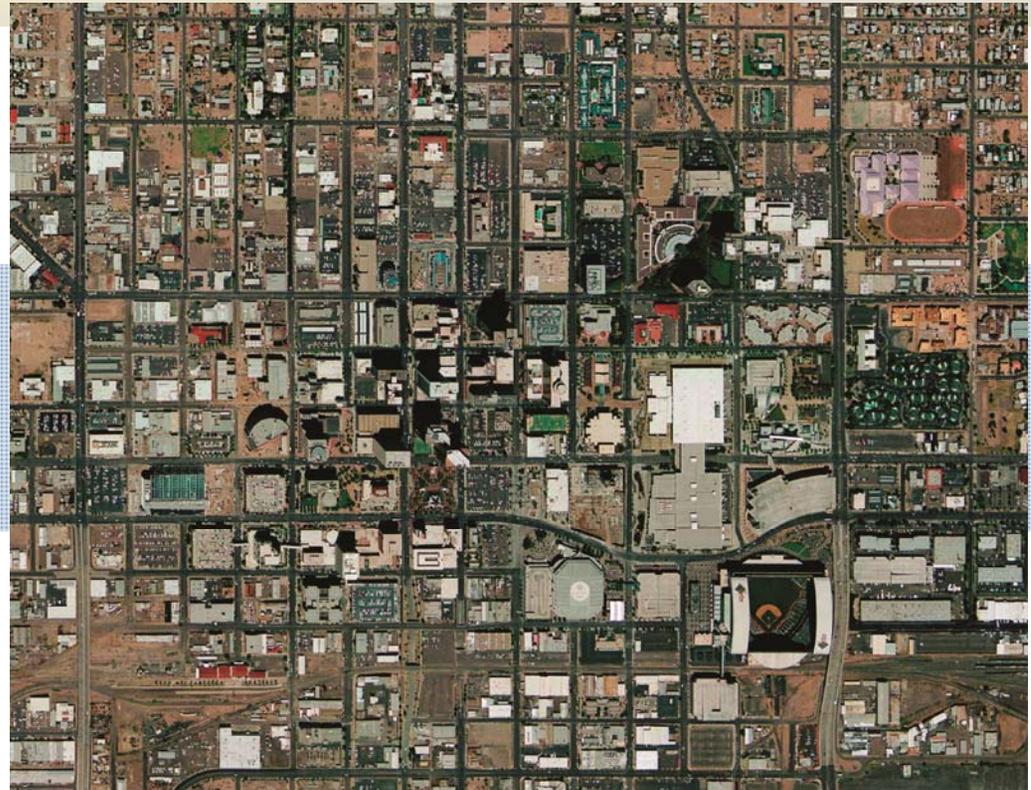
Expanded Region



On-Call Purpose

Consulting Services for MAG Regional Transportation Plan On-Call

- Form a pool of qualified consultant(s) to provide specialized services required for executing tasks and projects in six areas of expertise:



A. Civil Engineering

Consulting Services for MAG Regional Transportation Plan On-Call

Examples:

- Freeway Interchange Geometry Analysis
- Arterial Intersection Design Analysis
- DCR Review Support
- Alternative Analysis and Supplemental Concept Development
- Construction, ROW, Design, and/or Operations Cost Analyses



B. Transportation Planning

Consulting Services for MAG Regional Transportation Plan On-Call

Examples:

- Specific Area Comprehensive Transportation Plan
- Corridor Major Investment Study
- Alternative Mode Planning for Specific Areas or Corridors
- Framework Study Follow-up and Amendment

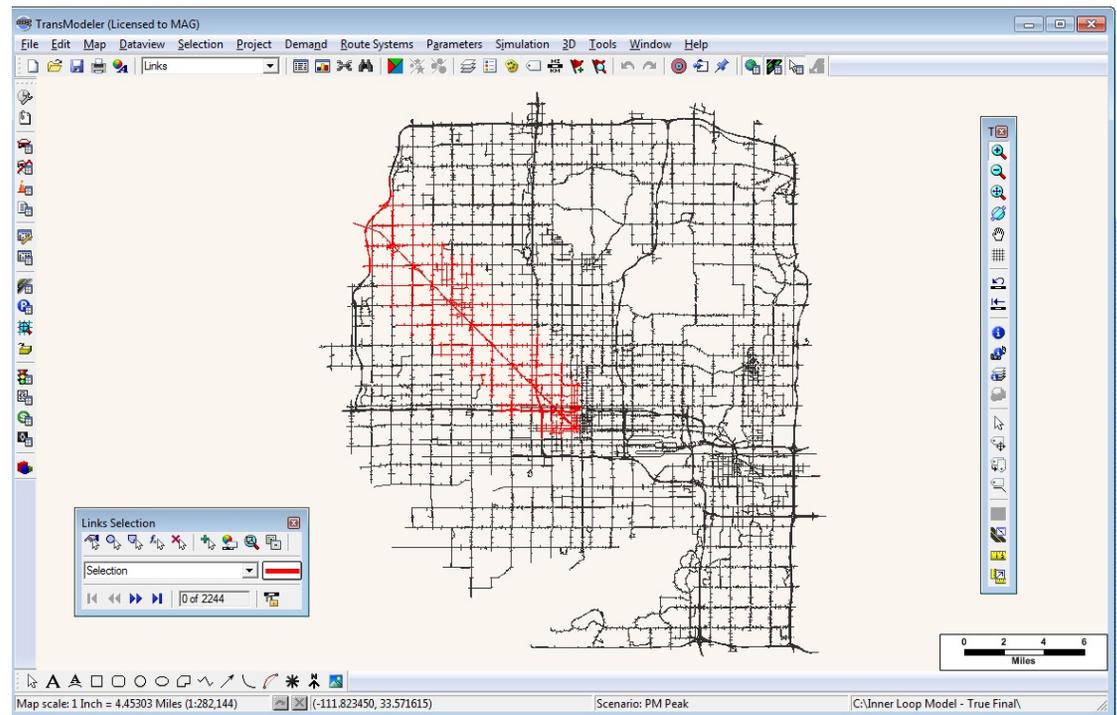


C. Transportation Operations

Consulting Services for MAG Regional Transportation Plan On-Call

Examples:

- Traffic Data Review and Analysis
- Travel Demand Model Results Reports for Specific Areas or Corridors
- Operations Model Result Reports for Specific Areas or Corridors
- Specific Area Operation Assessment Study and Recommendations

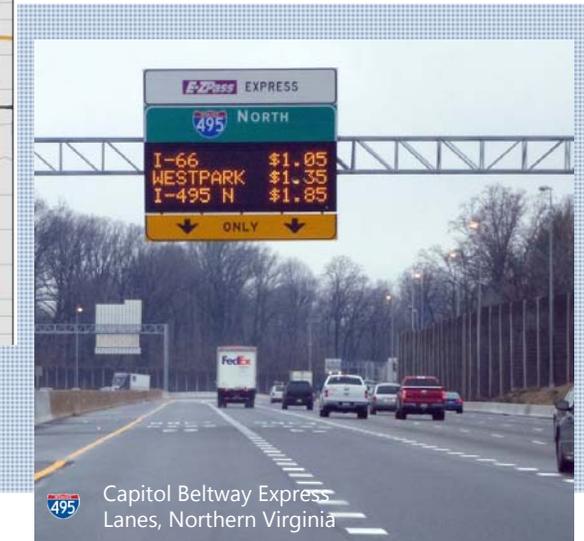
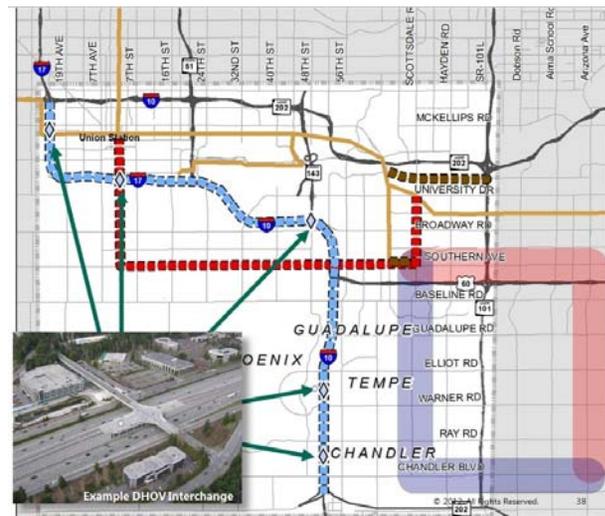


D. Policy and Finance

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Examples:

- HOV Policy Research and Recommendations
- Public Private Partnership (PPP) Implications and Recommendations
- Continuing Analysis of the RTP Life Cycle Programs
- Potential Impacts Related to Future Transportation Policy Decisions
- Transportation Revenues and Expenditure Analysis



E. Public Involvement

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Examples:

- Stakeholder Materials
- MAG Stakeholder Feedback Analysis
- Maps, Figures, Graphs, and/or Chart Summaries
- Presentation Materials for MAG Staff

CONFLICT POINTS ACCESS MANAGEMENT

CONFLICT POINTS
Conflict Point: The point at which a roadway user can cross, merge, diverge, etc. with another roadway user.

Drivers make more mistakes and are more likely to have collisions when they are presented with complex driving situations. Conflicts, such as fewer collisions and congestion. An accomplished conflict point between pedestrian and vehicle.

ROADWAY CLASSIFICATIONS ACCESS MANAGEMENT

ROADWAY FUNCTIONAL CLASSIFICATION
The roadway hierarchy is based on the premise that different roads serve different functions within the transportation network. One of the key principles of access management is that the level of access on roadways should be based on the intended function of a roadway. Freeways are at one end of the spectrum and are designed and constructed to accommodate large volumes of high-speed traffic with very little interference from traffic entering or leaving the roadway. At the other end of the spectrum, local/residential streets typically have very low traffic volumes and slow speeds while providing access to adjacent properties via separate driveways and/or on-street parking.

IMPORTANCE OF A FUNCTIONAL CLASSIFICATION SYSTEM
A roadway functional classification system is the foundation of an Access Management Program. Establishing guidelines or standards based on accepted access management principles helps maintain the regional roadway network and can result in improved safety and operational efficiencies.

DEVELOPING A ROADWAY'S FUNCTIONAL CLASSIFICATION
When developing or updating a new or existing roadway's functional classification, evaluation of the following criteria is important:

- Typical travel distance of motorists (e.g., short versus long trips)
- Nature of the travel (e.g., through versus local)
- Travel speeds
- Existing and future nearby land use
- Location of the roadway (e.g., urban versus rural)
- Physical characteristics of the roadway (e.g., divided versus undivided)
- Current system-level access plans, policies, and classification systems against best practices

ECONOMIC BENEFITS ACCESS MANAGEMENT

Access management helps preserve long-term property values and the economic viability of abutting development. According to the Urban Land Institute's Shopping Center Development Handbook, "poorly designed entrances and exits not only present a traffic hazard but also cause congestion that can create a negative image of the center." In contrast, well-designed circulation systems promote efficient travel and can improve the aesthetics of a corridor.

JOINT AND CROSS ACCESS ACCESS MANAGEMENT

Joint and cross access are methods of allowing adjacent properties to share driveways and parking facilities. Joint access is where two adjacent property owners share a driveway along their common property line. Cross access is where traffic circulates between adjacent properties without re-entering the public roadway.

IMPORTANCE OF JOINT AND CROSS ACCESS
Joint access enhances landowner development opportunities; improves roadway, pedestrian, and bicycle safety; reduces congestion, and supports multi-modal travel.

Cross access supports developments and businesses as customers are encouraged to stay on-site and make multiple stops that may have not occurred.

MULTIMODAL BENEFITS
Locating businesses together will promote the use of mass transit and multi-modal transportation. Bus stops can be located along on-site circulation roadways (from access) that serve multiple retail shops, restaurants, and other entertainment destinations.

Drivers must yield to pedestrians at driveway-side-walk crossings; however, this does not always happen. Minimizing the number of driveway-side-walk crossings significantly improves pedestrian safety.

JOINT AND CROSS ACCESS INCREASES ROADWAY EFFICIENCY
"Driveway Hopping" is when vehicles are forced to go from one driveway to another, using a busy public street, to access the adjacent property. Slower vehicles that "driveway hop" then mix with higher speed vehicles traveling the street. This causes traffic to slow, sometimes very quickly, on the busy street. This can also cause accidents and leads to driver frustration. With joint and cross access techniques in place, vehicles can very easily travel between adjacent properties without having to use the busy street.

F. Economic Development

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Examples:

- Trade analysis with Mexico and or other countries and states
- Freight economic development (business plans, foreign trade zones, market analysis).
- Redevelopment
- Economic impact of transportation infrastructure improvements
- Economic development planning



Reminders and Advice

Consulting Services for MAG Regional Transportation Plan On-Call

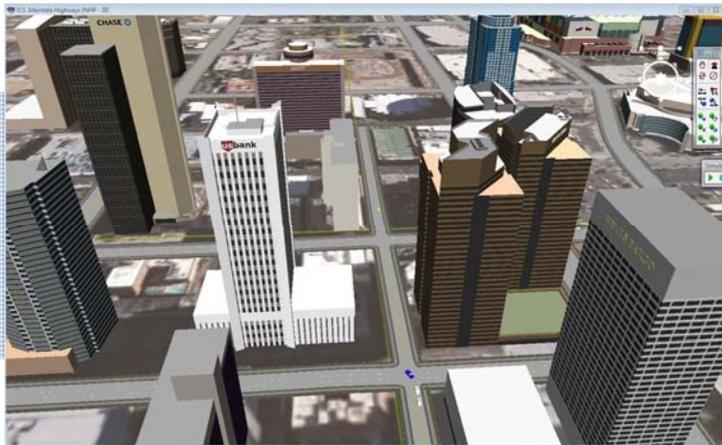
- Up to 15 proposers will be selected
- Sub-consultants are permitted
- Identify in your cover letter which Areas of Expertise you want for consideration

**YOUR SOQ IS DUE
11:00 a.m.
FRIDAY, JUNE 28, 2013**



Proposal Content

Consulting Services for MAG Regional Transportation Plan On-Call



YOUR SOQ IS DUE
11:00 a.m.
FRIDAY, **JUNE 28, 2013**

- LIMIT TO 35 PAGES!
(11" X 17" Allowed in Moderation)
- Registration Form
- Identification
- Table of Contents
- Organization and Approach
- Background of Firm
- Range of Services Offered
- Recent Examples
- References
- Individuals and Expertise
- Résumés
- Additional Information

SOQ Delivery and Opening

Consulting Services for MAG Regional Transportation Plan On-Call

Delivery

- 15 copies
- Due at 11:00 a.m. on June 28, 2013
- Deliver to:
Maricopa Association of Governments
302 N First Ave, Suite 200
Phoenix AZ 85003

Opening

- Timely Receipt!
- No SOQs after 11:00 a.m.
- All material becomes MAG property
- Questions . . .

Phase 1 – Proposal Evaluation and Selection Process

Consulting Services for MAG Regional Transportation Plan On-Call

Evaluation Criteria

- Goals and objectives understanding
- Clarity of SOQ
- Education and Relevant Experience
- Proven track record
- Availability of key personnel
- Ability and commitment for delivery
- Recognition of work priorities and **FLEXIBILITY!**



Phase 2 – Qualifications Matrix and Contract

Consulting Services for MAG Regional Transportation Plan On-Call

- Format – to be provided
- Rate Schedule
- MAG Contract
- Contract Term – Two Years
- Contract Extension

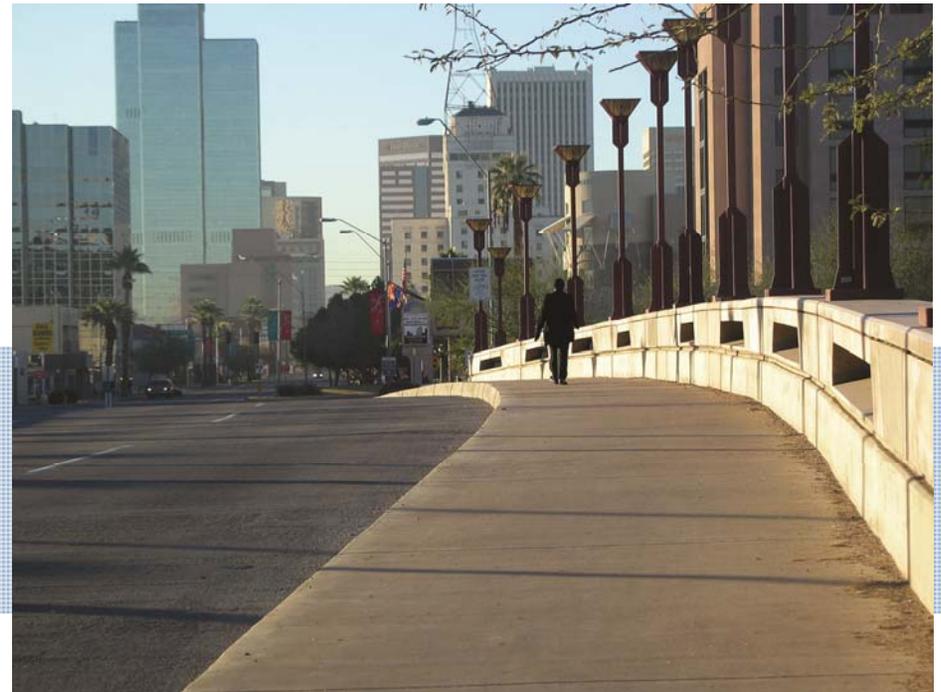


Phase 3 – Project Initiation

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- Request for Technical and Pricing Proposal
- Response
- Task Order Agreement
- Task Order Duration

- Vendor Registration
- Performance Standards



Administrative Requirements

Consulting Services for MAG Regional Transportation Plan On-Call

Page 13 of RFQ:

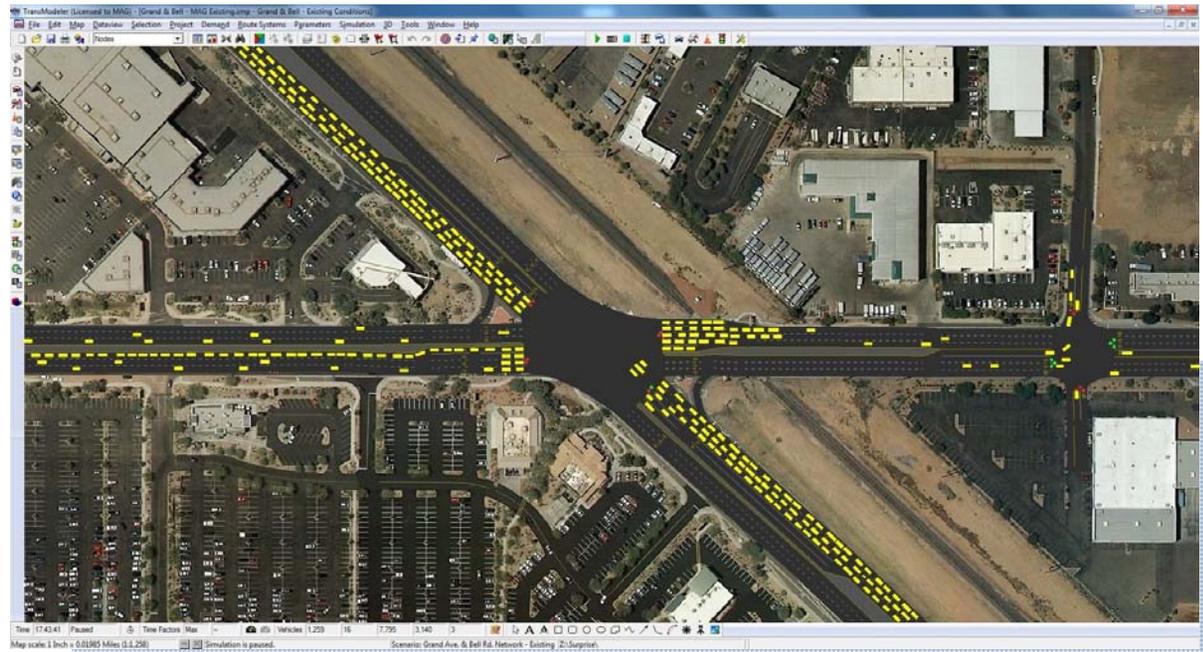
- Not Exclusive
- Payment basis on negotiated scope of work, budget, rate schedule
- Audit Examination
- Progress Report
- A.A.C. R4-30-301
- Conflicts of Interest
- Titles VI and VII of the Civil Rights Act
- DBE Requirements



Questions Received Thus Far...

Consulting Services for MAG Regional Transportation Plan On-Call

- Which companies have an existing on-call contract?
- Will bidder eligibility be limited to the pool of pre-qualified consultants?
- Will the "Transportation Planning" area of expertise include transit planning projects?



THANK YOU FOR ATTENDING!

Consulting Services for MAG Regional Transportation Plan On-Call

YOUR SOQ IS DUE
11:00 a.m.
FRIDAY, JUNE 28, 2013

Contact Information:

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