

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

April 5, 2011

SUBJECT:

Consultant Selection for the MAG Managed Lanes Network Development Strategy - Phase I

SUMMARY:

The Transportation Policy Committee, at its October 20, 2010 meeting, passed a motion to conduct the MAG Managed Lanes Network Development Strategy - Phase I project. From this motion, the fiscal year (FY) 2011 MAG Unified Planning Work Program and Annual Budget, as approved by the MAG Regional Council in May 2010, was amended in November 2010 to include \$500,000 to conduct the project.

Arizona House Bill (HB) 2396, passed by the Arizona Legislature and signed by Governor Brewer on July 13, 2009, enables the state, through the Arizona Department of Transportation (ADOT), to consider the use of Public-Private-Partnerships (P3) as a tool for financing transportation infrastructure in Arizona. This new law grants ADOT broad authority to partner with the private sector to build or improve Arizona transportation facilities. Since the program's inception, ADOT has established an Office of P3 Initiatives to establish program guidelines and create a process for implementing the program.

In the Phoenix metropolitan region, ADOT has been coordinating with MAG to identify the potential for using P3 as a tool for funding transportation improvements, especially in light of recent shortfalls that have been realized by declining Proposition 400 revenues. While it is possible to develop managed lane facilities along individual corridors, it might be difficult to assess the ability of an individual corridor to function within the context of the entire MAG Regional Freeway System. Given this opportunity, a multi-phase MAG Managed Lanes Network Development Strategy is proposed to establish the feasibility for introducing this concept to the Phoenix metropolitan area. In the initial phase, as envisioned by the Transportation Policy Committee in their October 2010 motion, the following would be conducted:

1. Assessment of Existing and Future HOV (High Occupancy Vehicle) lane use
2. Identification of critical gaps in the system
3. Assessment of basic soundness of a Managed Lanes Network in the MAG region
4. Formulation of a MAG Managed Lanes policy
5. Selection of pilot Managed Lane corridors

Pending the acceptance of the findings from this first phase, the MAG Managed Lanes Network Development Strategy could continue into additional phases. A second phase is envisioned to analyze the pilot Managed Lanes corridors identified in this initial effort. A third and final phase would analyze

all remaining promising Managed Lanes corridors. In both phases the work programs would encompass identifying demand projections, revenue projections, investment options, and a corridor implementation strategy.

A consultant selection process for the project began on December 10, 2010 with a Request for Proposals to interested consultants to conduct the study. Proposals were due to MAG on January 6, 2011. Seven proposals were received from the teams led by Ave Solutions, LLC, Wilbur Smith Associates, Inc., URS, Inc., HNTB, Inc., Cambridge Systematics, AECOM, Inc., and Parsons Brinckerhoff, Inc. The proposals were evaluated by a committee of representatives from member agencies and MAG staff. Based upon the evaluation process, the committee conducted an interview process of the four teams on March 8, 2011. At the conclusion of the interview process, the team recommended to MAG the selection of Parsons Brinckerhoff to conduct the first phase of study.

PUBLIC INPUT:

The Managed Lanes concept was presented to the Transportation Policy Committee for their comments in September and October 2010. During these meetings, public comment was taken on P3 projects in general.

PROS & CONS:

PROS: Public-Private-Partnerships (P3) represent a new direction for Arizona to consider in financing future transportation infrastructure. While numerous applications could be applied to the MAG region, Managed Lanes could provide an introduction to P3 as an option in a corridor without requiring all commuters to pay a toll. As this capacity could be implemented on individual corridors, it is important to consider the overall feasibility of a system to ensure the potential success of Managed Lanes in the region.

CONS: At this time, none. This request is to conduct a feasibility study of a Managed Lanes network on the MAG Regional Freeway System. It represents the first of multiple phases of study prior to any implement strategy. At the conclusion of the study, the results will be accepted by MAG and assessed before proceeding to a subsequent phase.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The outcome and subsequent actions taken by the Regional Council based upon the findings of this first phase study could influence development and implementation of future transportation corridors identified in the Regional Transportation Plan. As this effort is to examine the potential for Managed Lanes, other tolling options could be considered as part of a P3 implementation. This study could provide guidance for these options as well in the overall context of delivering the future transportation infrastructure.

POLICY: The outcomes of this study will provide guidance to MAG, ADOT, and other affected jurisdictions and agencies on the development of Managed Lanes as a P3 option in the MAG region. A significant task within this project will be to examine various policies the Regional Council and State Transportation Board may need to consider to ensure the success of a Managed Lanes Network in the MAG region. These policies could include HOV occupancy, design guidance, and target travel speeds to ensure network reliability.

ACTION NEEDED:

Recommend that Parsons Brinckerhoff be selected to conduct Phase I of the MAG Managed Lanes Network Development for an amount not to exceed \$500,000.

PRIOR COMMITTEE ACTIONS:

On March 8, 2011, the proposal evaluation team unanimously recommended to MAG the selection of Parsons Brinckerhoff to conduct the MAG Managed Lanes Network Development Strategy - Phase I for an amount not to exceed \$500,000.

COMMITTEE MEMBERS:

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