

Request for Qualifications/Proposals

Project Identification: 2040 Metropolitan Transportation Plan, Huntington-Ironton Transportation Study Area – KYOVA Interstate Planning Commission

Ohio PID # 87657, UPWP # 381211

WV PID # UPWP # 380410 & 381311

Response Due Date: Friday, March 5, 2010, refer to the "Development Process Schedule for Acquiring Consulting Services Section"

KYOVA Interstate Planning Commission is seeking Letters of Interest from qualified firms to develop a comprehensive Multi-Modal Metropolitan Transportation Plan for the Metropolitan Planning Organization (MPO) study area.

The study area is defined as Cabell and Wayne Counties in West Virginia and Lawrence County in Ohio. The plan is being developed in response to metropolitan planning requirements identified in the Safe, Accountable, Flexible and Efficient Transportation Equity Act – Legacy for Users (SAFETEA-LU), as well as the associated Clean Air Act requirements for areas with a non-attainment or maintenance area designation.

According to planning regulations, metropolitan plan updates are required every four years in non-attainment and maintenance areas and must maintain at least a twenty year horizon period. KYOVA has completed an "in house" update to the existing plan to meet those requirements. This document may be referenced, by the chosen firm, during their preparation of the new comprehensive Multi-Modal Metropolitan Transportation Plan.

As part of this effort KYOVA would like the consultant to concentrate on cost effective alternatives, that improve ingress and egress to Huntington's Central Business District (CBD) in addressing one of several local issues. This will include an analysis of access requirements to the Huntington CBD, a determination of the capacity on the existing arterial system serving the CBD and identification of access deficiencies. KYOVA performed a CBD Access Study in 1985 that can serve as a valuable reference during this analysis.

Pre-qualification:

The consultant firms responding to this ad must be pre-qualified by the *WVDOT and ODOT* in all areas required to prepare comprehensive Multi-Modal Metropolitan Transportation Plans.

To be considered by the project selection committee, all letters must contain the following elements:

1. A list of key staff members, including the Project Manager. Include a breakout of project engineers, technicians and other staff members responsible for the project. Also, indicate the number of each personnel available for assignment to this project.

2. A brief description of the experience of the firm's personnel on similar projects.
3. A representative listing of projects similar to the proposed project performed by the firm and cut sheets for comparable projects if they are available.
4. A list of the firm's present workload relative to capacity and availability to provide the requested services.
5. The overhead rate and the firm's cost containment practice for controlling indirect costs.
6. A list of significant subconsultants, their current prequalification categories and DBE status, and the percentage of work to be performed by each. Also, include the key sub consultant staff members to be assigned to the project.
7. The location of the primary office where most of the work will be performed.

The consultant selection process used by the KYOVA Interstate Planning Commission is a two step process for consultants: 1) preparation of a letter of interest: 2) preparation of a technical proposal and a formal presentation by the firms chosen. All presentations will be evaluated and scored by a selection committee and a final choice will be based upon the technical proposal and presentation. The project information can be viewed on the WVDOT and ODOT websites and found in the local newspapers; the Herald Dispatch, the Ironton Tribune and the Charleston Gazette legal advertisement sections.

Questions regarding this request should be directed to Michele P. Craig, Executive Director or Saleem A. Salameh P.E., Transportation Study Director at 304.523.7434. E-mail requests may be sent to Ssalameh@ntelos.net.

The Consulting Firms are invited to submit a letter of interest and qualifications to KYOVA Interstate Planning Commission **until 12:00 PM local time, on the response due date March 5, 2010.**

PLEASE NOTE: Letters received after the response due date and time will not be considered.

Submit (12) twelve copies of the letter of interest to:

KYOVA Interstate Planning Commission
Michele P. Craig, Executive Director
720 Fourth Avenue
P.O. Box 939
Huntington, WV 25712-0939

Project Description:

This project is to develop a comprehensive Multi-Modal 2040 Metropolitan Transportation Plan for the KYOVA Metropolitan Planning Organization (MPO) study area.

Project Type: This project is a comprehensive Multi-Modal Metropolitan Transportation Planning Study

Project Timetable:

The consultant hired will be required to develop and maintain a project schedule and bi-monthly progress reports.

Proposed Scope of Services:

Background

The KYOVA Interstate Planning Commission seeks a consulting firm to develop a comprehensive multi-modal metropolitan transportation plan for the Metropolitan Planning Organization (MPO) study area including a review and evaluation of the areas land use. The study area is defined as Cabell and Wayne Counties in West Virginia and Lawrence County in Ohio. The plan is being developed in response to metropolitan planning requirements identified in the Safe, Accountable, Flexible and Efficient Transportation Equity Act – Legacy for Users (SAFETEA-LU), as well as the associated Clean Air Act requirements for areas with a non-attainment or maintenance area designation.

According to planning regulations, metropolitan plan updates are required every four years in non-attainment and maintenance areas and must maintain at least a twenty year horizon period. KYOVA has completed an “in house” update to the existing plan to meet those requirements. The current 2035 Long Range Transportation Plan was adopted by the KYOVA’s Interstate Planning Commission’s Policy Board on March 6, 2009.

As part of the 2040 MTP development, KYOVA would like the consultant to concentrate on cost effective alternatives that improve ingress and egress to Huntington’s Central Business District (CBD) in addressing one of several local issues. This will include an analysis of access requirements to the Huntington CBD, a determination of the capacity on the existing arterial system serving the CBD and identification of access deficiencies. In 1985, a CBD Access Study was completed for the Huntington area by a consultant. This CDB Access Study can be referenced to serve as valuable information during the development process.

The following outline represents the scope of work for the Metropolitan Transportation Plan development process and includes additional requirements for the Transportation Improvement Program. The outline was developed in conjunction with the West Virginia Department of Transportation (WVDOT)/Division of Highways (DOH), the Ohio Department of Transportation (ODOT), the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). This general outline is provided for informational purposes only. The consultant selected to complete the comprehensive multi-modal metropolitan plan must assure KYOVA Interstate Planning Commission, the West Virginia Department of Transportation/Division of Highways, the Ohio Department of Transportation, FHWA and FTA that the final scope, when finalized meets all current planning requirements. Any areas that go beyond this outlined scope should be identified and brought to KYOVA’s attention.

Task 1 – Study Design and Public Involvement

Utilizing the Public Participation/Involvement Policy developed and approved by KYOVA, the consultant will prepare a public involvement program to guide the development of the transportation plan. The consultant will refine the scope of services based on review and discussion with the KYOVA Interstate Planning Commission, the West Virginia Department of Transportation/Division of Highways, the Ohio Department of Transportation, FHWA and FTA. The consultant will work with the KYOVA staff in conjunction with the West Virginia Department of Transportation/Division of Highways, the Ohio Department of Transportation, and FHWA and FTA to develop a project milestone schedule and to determine the desired features of the analysis and the required deliverables. An advisory group, the KYOVA Metropolitan Plan Steering Committee, will be organized and the consultant will be available to meet with them on a periodic basis for updates on the study progress. The advisory group will establish appropriate goals and criteria for analysis and for a selection of recommendations. The consultant will provide written and oral communications, as requested, to KYOVA, WVDOT, ODOT, FHWA, FTA and others deemed necessary, to communicate findings of the studies.

A strong public involvement plan will be required not simply to meet federal requirements, but to engage local citizens in a meaningful and collaborative way. The selected firm must be proficient in handling public outreach efforts through multiple channels, such as public forums, surveys and group interaction. This effort will include developing an extensive outreach program to target community groups not typically involved with such planning processes. Local stakeholders including transportation service providers, government entities, system users and others such as low and moderate income residents and minorities should be involved in a meaningful and productive manner throughout the preparation of this plan. Title VI considerations for minority participation and Environmental Justice requirements are to be incorporated into the process. The primary purpose of the program will be to insure that all interested parties, including low income and minority populations remain informed and have an opportunity to participate during all stages of the planning process. The consultant will coordinate the public involvement program with the KYOVA staff and provide progress reports to the Policy Board during scheduled (quarterly or as requested) KYOVA board meetings. The consultant will provide bi-monthly written status reports (brief) to be incorporated into the existing agency web site (www.wvs.state.wv.us/kyova). The KYOVA website will be used as an interactive tool for public involvement.

The deliverable for this task will be a public involvement plan that includes all existing and proposed land-use, which will serve as a guide in developing the multimodal Metropolitan Transportation Plan, Transportation Improvement Program and Huntington CBD Access portion of the Plan. This extensive outreach will target community groups, which are not typically involved with such planning processes. Title VI issues and land use planning will be covered and incorporated into the plan.

Task 2 – Develop Goals and Objectives

The consultant will develop a set of regional goals and objectives for transportation plan development while partnering with KYOVA, WVDOT, ODOT, FHWA, FTA and other related agencies and stakeholders including input from the public involvement process. The goals and objectives will be equated in accordance of priority and used to evaluate future transportation investments within and outside of Huntington's Central Business District (CBD). The goals must be reflective of the public's desire for a viable future multimodal transportation system, while at the same time supportive of basic system-level performance measures such as: sustainability, mobility/accessibility, safety, economic development, and environmental quality and quality of life issues. These goals will also reflect future system performance requirements and acceptable or desirable conditions for all residents of the region and be compatible with SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) metropolitan planning factors.

A land –use analysis will be performed in Cabell and Wayne Counties in West Virginia and Lawrence County in Ohio during the modeling phase as support to the planning process. KYOVA Interstate Planning Commission prepared a study of land use in Cabell County in the summer of 1998. Wayne County has a recently prepared land use master plan. These documents will offer information regarding the trend of development from early 1998 to the present. Studying the linkage between land use and transportation is an important element of the Metropolitan Transportation Plan. The consultant will use scenario planning as a tool to identify and delineate character areas with similar land use characteristics and transportation needs. In addition, the consultant should develop a context based street design matrix, which provides clear guidance to balance vehicle, bicycle, pedestrian and land use needs within character areas. The product will be a specific designation of street hierarchy for the central business district with specific downtown design guidelines for each type of street within the established hierarchy. Similar to the street design priority matrix, the guidelines will communicate the priority of capacity, on-street parking, pedestrian realm, and urban design to indicate the emphasis for each street. Unlike the street design priority matrix, a specific street section will be prepared, communicating thematically the specific needs of the streets, based upon their place in the downtown (this is the precursor to any future streetscape, way-finding and parking program).

The deliverable for this task will be a report identifying equated goals and objectives for the transportation planning region.

Task 3 – Precursory Land-Use Review

A modern highway system, as recognized by highway engineers and city planners, must be developed within the framework of a functional, properly scaled and balanced land use plan for the area it is to serve. When correctly located, traffic facilities afford reasonably direct traffic routes, protect the stability and desirability of existing residential, commercial and industrial developments, and promote the orderly growth of open or relatively undeveloped sections, which may be subject to urban or suburban development. Therefore, the profile will include a review of the existing transportation system. Traffic arteries are an integral part of the Land Use

Plan, serving various land uses, as already indicated. Traffic ways obviously, are needed in urban and urbanizing areas to accommodate movements (a) between different parts of the urban community, principally to and from the downtown districts; (b) between points outside the community and different parts within, including commercial and industrial districts; and (c) between points outside the community. Correlation of the highway system and land use plan will occur during the modeling phase as support to the planning process and will generally be conducted during the trip generation analysis.

Task 4 – Regional Profile

The consultant will prepare a regional profile of the study area based upon the most recent data available. This profile will include demographic information, employment and income information, as well as land use data within the region. As stated above, the framework must be functional, balanced and properly scaled for the transportation system to work properly.

In addition, the profile will include a review of the existing transportation system. The consultant will identify existing transportation facilities; roadways (minor collectors, major collectors, arterials, highways, and freeways), major intersections (signalized and unsignalized) and interchanges (including interstate entrance and exit ramps), sidewalk and bikeway/path systems, public transit routes and existing land use.

Geographic Information Systems (GIS) will be utilized throughout this phase of the update and will be used for visualizing, managing, creating and analyzing geographic data. This component will enhance the overall input and output from stakeholders, allowing the public to see relationships and identify patterns in new alternative ways. GIS Technology will be utilized where possible and as needed throughout all phases of the study.

The review for the metropolitan plan development will be multi-modal in nature, examining the movement of both people and freight, by highway, transit, air, rail, river and bicycle/pedestrian modes. Data related to these modes of transportation will be obtained from field surveys, interviews with local officials, interest groups, developers and data collection efforts by the consultant. This data and information will include a review and evaluation of existing comprehensive land-use plans and all other relationships between transportation and land generated by City and County Planning Commissions.

Other items that will be included to improve the regional transportation system are: accident rates, parking policies, location of traffic flow, traffic counting locations, location of utilities, road and pavement types and conditions, etc...

The deliverable for this task will be a regional profile that includes demographic information, employment and income information, as well as land-use within the region. In addition, the profile will include a review of the existing transportation system and a Social and Community Impact Assessment.

Task 5 – Data Collection and Modeling

The consultant shall work with the MPO staff to update the socioeconomic data and traffic analysis zone (TAZ) structure of the current travel demand model. This may include adding, splitting or adjusting existing zones. The new design for the traffic forecast model should reflect the 2040 planning horizon. The consultant will provide recommendations for adjustments to the data used in the current model, which is in TransCAD.

The deliverable for this task will be an update of socioeconomic data for the current TAZ structure and updated recommendations for the travel forecast model.

Task 6 – Transportation Network Inventory

The consultant will provide an inventory of the existing network including highways, transit and bicycle/pedestrian ways. The inventory will include a review of intermodal connectivity with highway, air, river, rail and pedestrian/bicycle facilities. Any existing and future plans developed for non-highway modes, such as bicycle, rail and marine facility plans will be incorporated into the transportation plan by the consulting firm.

The consultant in cooperation with local planners and the MPO staff will identify existing transportation facilities: roadways (minor collectors, major collectors, arterials, highways, and freeways), HPMS locations, major intersections (signalized and unsignalized) and interchanges, sidewalk and bikeway/path systems, public transit routes and current land use.

The consultant shall address intermodal issues during the plan update, particularly for the Big Sandy and Ohio rivers. The Ohio River forms the central core of the Huntington WV, Ashland KY, and the Ironton, Ohio Tri-State Metropolitan Community. The rivers provide convenient and accessible waterway transportation from all parts of the Tri-State for both heavy commercial and individual pleasure boat travel.

The Tri-State Metro Community has a unique opportunity to utilize and expand use of the Ohio River by establishing a River Taxi / Shuttle / Pedestrian Ferry service on the river. The opportunity has been created by a major public and private partnership effort to develop a planned community known as River-Walk and this effort should not be ignored. Once established, it is anticipated that the community would continue to expand the service to other termini in Ironton and South Point, Ohio and Ashland KY, areas, also in the process of planning and investing in marina infrastructure on Ohio Riverfronts.

Deliverables for this task will be an Existing Conditions Report of the transportation network that provides an inventory of the current system. The inventory for the report will identify intermodal connectivity issues (i.e. highway, air, river, rail and pedestrian/bicycle and facilities ferry boat operations) that support related recommendations during the transportation systems analysis phase.

Task 7 - Model Development

Utilizing the current forecast model, the consultant will prepare an updated version of the travel demand model and show future recommended projects that can be implemented throughout the years to 2040. This updated model will be in TransCAD software and will cover the entire study area, which includes all of Cabell and Wayne Counties, WV and Lawrence County, Ohio. The specific components of the model will be negotiated with KYOVA, Ohio Department of Transportation and the West Virginia Department of Transportation. At a minimum, the model will include the following:

Task 7.1 - Zonal Socio-Economic Data

A method of projecting the 2040 zonal population and employment data will be developed by the consultant utilizing information from the previously mentioned land-use analysis for forecasting future conditions.

Task 7.2 - Travel Surveys

In a method acceptable to the WVDOT, ODOT and KYOVA, the consultant will collect travel survey data. The survey will be designed to show both internal and external travel characteristics and will be done in a manner to minimize inconvenience to motorists.

Task 7.3 - Travel Inventory

A database inventory of existing conditions will be compiled by the consultant. This inventory will include traffic counts and intersection turning movement counts at key locations throughout the study area. The data will include vehicle classification counts currently using the transportation network. Traffic count locations will be reviewed and if additional locations are needed, they will be established. If existing locations are no longer pertinent, they will be eliminated or relocated. The consultant will assess the need for additional capacity in existing traffic corridors.

Other inventory information such as signal timing data, accident data and bridge inventory data will be compiled by the consultant. Any information from existing databases generated by the WVDOT, ODOT or KYOVA will be made available for the study. Inventory data not in existence will be generated by the consultant.

Task 7.4 - Base-Year Trip Distribution and Traffic Assignment Models

An updated base-year (2010) computerized highway network description will be prepared. The consultant will develop trip generation, distribution, and traffic assignment models for use in evaluating the adequacy of the present transportation network relative to the forecast travel demand to be developed under the future traffic assignment section.

Task 7.5 - Existing Network plus Programmed Projects

Any significant projects currently programmed by the WVDOT and ODOT that would affect the base year network will be added to the network model.

Task 7.6 - Future Traffic Assignment

The forecasted socio-economic data for the traffic zones will be applied to: 1.) the travel demand model and developed for base year conditions and 2.) base year plus committed network to produce traffic assignments for interim years 2010, 2020, 2030 and 2040. Transportation system improvements will be determined by analyzing deficiencies in the base year plus committed network when subject to future traffic levels.

The deliverable for this task is a validated travel demand forecasting model with analysis years 2010, 2020, 2030 and 2040. The specific model used will be TransCAD. The model development process will be documented including the results of assignments to all alternative networks. The consultant will provide KYOVA, WVDOT/WVDOH and ODOT staff with training on the model development process. The training will be sufficient to maintain the model.

Task 8 – Geographic Information System (GIS)

KYOVA GIS/mapping requirements will address existing needs, as well as provide a baseline that can service future needs in all mapping efforts. The following is needed to develop an efficient reliable GIS system:

The consultant will conduct preliminary interviews with key staff and stakeholders in order to refine an understanding of the requirements. The focus will be to analyze current business processes (to develop use cases), determine available data and current data flow, inventory hardware/software and network capacity, and document the data collection results.

A network analysis will be completed to determine potential stress points and bottlenecks within the system that might interfere with future system performance. This will include a GIS data application architecture that can perform the functions required. GIS data application architecture solution will address: data management and sharing, application importance based on requirement priorities, computer platforms, GIS related hardware, commercial software and security.

The consultant will complete an Implementation Plan, which will include: database and application development environments, the development of additional base layers, GIS data conversion formats and methods, attribute capture and conversion processes, data dissemination methods, and creation and maintenance of metadata.

Task 9 - Transportation System Analysis

An analysis of the existing network will be completed by the consultant to identify all operational deficiencies such as high accident locations, delay/congestion problems, intersection deficiencies, alignment problems, etc. This analysis will take into consideration any studies conducted by the WVDOT and ODOT, as well as traffic operation and safety studies conducted by KYOVA staff for the area.

The deliverable for this task is a transportation system analysis report. This report will identify deficiencies in the existing network.

Task 10 – Needs Assessment and Constraints

Based on public input, analysis of existing conditions, results from the travel demand model and a review of current and projected system deficiencies, the consultant will work with The KYOVA staff to assess the short and long-term needs for development of improvements to the transportation network. This needs assessment will also be applied to Huntington's CBD access routes, while using the KYOVA travel demand model and additional traffic count data and information for planned and projected development. The consultant will provide an analysis of traffic flow in the KYOVA study area.

Future travel demand needs will also be identified based on existing and proposed land-use and travel patterns. In addition, this assessment of needs will include all modes of travel, including vehicular, transit, aviation, rail, freight, river and bicycle/pedestrian.

Comprehensive parking plans for the CBD Access Analysis will be reviewed by the consultant. Parking adjacent to intersections can adversely affect capacity and accident rates at the intersection. A more restrictive parking policy will be implemented to improve roadway operations. There are instances where elimination of parking, using newly available lanes for traffic, can have positive impacts on traffic flow and congestion reduction.

Deliverables for this task will be a report that assesses short and long-term needs for development of improvements to the transportation network. The consultant will also assess the need for additional capacity in existing traffic corridors. Future travel demand needs will be identified based upon existing and proposed land-use and regional travel patterns. A more restrictive parking policy will be reviewed for the CBD Access Analysis.

Task 11 – Identify and Evaluate Alternatives to Meet Travel Demand

The consultant will work with KYOVA staff in the development of alternative strategies for meeting short and long-term transportation needs with GIS and modeling techniques. These initial alternatives will include consideration of multi-modal approaches including: road system expansion, transit system development, safety and security, ridesharing, bicycle/pedestrian facilities, accommodation of freight, system management and maintenance, land-use assessment, system connectivity and inter-modal connections. This effort will include the incorporation of transit and freight planning previously undertaken in the study area.

In consultation and cooperation with the Tri-State Transit Authority (TTA), Lawrence County Public Transit System and KYOVA, the consultant will prepare a transit needs assessment. The consultant will prepare separate documentation that will provide an evaluation of possible route extensions into portions of Wayne, Cabell and Lawrence Counties that are currently not served. At a minimum, the transit and needs assessments will include the following information: Potential new routes to serve the project area; capital and operating costs associated with potential route expansion; Environmental Justice assessment to insure that minority, low income, elderly and disabled populations are adequately served by any proposed or recommended system expansion and an analysis of the proposed routes to identify ridership potential.

Deliverables for this task will be descriptions of alternative strategies for meeting short and long-term transportation needs with GIS and modeling techniques.

Another deliverable will be a transit study that will provide the transit authorities with appropriate documentation to support expansion efforts. The study will serve as a stand-alone document for each transit authority and serve as technical documentation for the transit portion of the Metropolitan Transportation Plan.

Task 12 – Freight Planning and Analysis

The consultant will review existing freight data and present an overview of multi-modal freight flows in Cabell and Wayne Counties in WV and Lawrence County, Ohio. This effort will include the use of the most current data available from ODOT and WVDOT, federal sources such as the FAF2 data (Freight Analysis Framework) and previous studies conducted by the WVDOT and ODOT. It will also include an on-site inventory of multi-modal freight facilities in the three previously mentioned counties.

Freight in and through Cabell and Wayne Counties in WV and Lawrence County, Ohio: the consultant will use existing sources to describe, to the extent possible, all modes and commodity types of freight traveling in and through Cabell and Wayne Counties in WV and Lawrence County, Ohio. Economic development opportunities, as they relate to Huntington Tri-State Airport (HTS) and the two proposed intermodal facilities, one in Lawrence County, Ohio and the other in Wayne County, WV will be identified. Recommendations will be discussed with the agencies involved and the Steering Committee, which will be included in the study document.

Heartland Corridor integration with the Prichard Intermodal Facility and the South Point Intermodal Facility: the Consultant will review findings from ODOT on the South Point Facility and WVDOT in regards with the Heartland Corridor Study, as well as other agencies involved including: WVDOT and Ohio Public Port Authorities, Lawrence Economy Development Center (LEDC) and Lawrence County Community Action Organizations (LCCAO) to understand and identify economic development opportunities to integrate with the proposed intermodal facilities.

The deliverable for this task will be a report on multi-modal freight flows in Cabell and Wayne Counties in WV and Lawrence County, Ohio. The consultant will also evaluate and make recommendations on the potential for freight and air cargo growth at HTS airport and its impacts on the proposed facility at the Tri-State Airport.

Task 13 – Environmental, Social and Cultural Screening

The consultant will work with KYOVA, WVDOT and ODOT staff to develop an environmental, social and cultural screening process to evaluate alternative strategies and specific projects. This process will be applied throughout strategy and project identification, selection and prioritization through GIS analysis. The goal of this task is to ensure that these factors are taken into account early in the project development process. The consultant also should address integration of transportation planning, climate change and environmental, social and cultural screening.

Task 14 – Smart Growth and Sustainability

The consultant will integrate regional and local transportation planning with economic development, energy and land use as a method of creating new neighborhoods and maintaining existing ones in a manner that assures attractiveness, convenience and safety, while promoting healthy standards for living. This method of design encourages social, civic and physical activity while protecting the environment and stimulating economic growth. Residents, workers, visitors, children, families and seniors will have better choices for they live, move and interact with others within the community. Communities around the nation are developing and improving the economy in ways that offer more alternatives, protect natural resources, honor shared culture and heritage while using resources wisely.

Task 15 – Incident Management Plan

This task is to develop a detour procedure that will re-route traffic in case of major delays, due to major vehicle accidents or a catastrophic situation that may occur within KYOVA's study area. A detour plan along Interstate 64 is a major concern for the residents living or working in the Huntington area. This detour procedure, which will be developed by the consultant will reduce idling time at the location of the accident or hazardous chemical spill and will serve as an improvement to the air quality situation. Other major arterials will also need to be viewed for detour development procedures and implement alternatives if needed.

Considerations of detour signs with various color designations along Interstate 64 and other major arterials are needed for such incidents. This method of using signs with various color designations was implemented and used by PennDOT in northeastern Pennsylvania and throughout the state for many years. These detour signs would not be erected for moving traffic during the implementation of a construction project, but would only be placed as a precaution in case a major incident or emergency would close Interstate 64 or other major arterials. The detour routes would be predetermined by the WVDOT, State Police and other emergency response agencies. These detours will be designed to route traffic around any emergency that might block Interstate 64 and other major arterials. Electronic message signs could be used to warn drivers as they approach a hazardous situation. These emergency detours permit motorists to divert from a crash, natural disaster, hazardous material spill or other unplanned incidents.

Task 16 – Design Concepts and Cost Estimates

The consultant will develop cost estimates for all projects to be included in the preferred alternatives (This will include suggested improvement to the CBD access routes). Costs will include engineering/environmental documents, safety, security, construction and where applicable, operations and maintenance. Documentation for this section will include a description of the cost estimation methodology, project and prioritization methodology and assumptions regarding design and scheduling of projects in the plan. This task will be completed in close coordination with KYOVA, WVDOT and ODOT staff. Costs associated with preserving and maintaining the existing transportation systems will be included in the cost

estimates where applicable. Upon selection of a preferred alternative plan, the consultant will prepare a fiscally constrained and prioritized analysis for implementing the 2040 plan. At a minimum, fiscal constraint will be determined by comparing anticipated expenditures to revenue projections from the various funding sources within the years of implementation. This will require development of fiscal projections, establishment of system maintenance and cost requirements and the allocation of remaining funds to the system capacity. The fiscal projections will be provided by the WVDOT/DOH for the West Virginia projects, and ODOT for the Ohio projects. Projects that cannot be funded with fiscal constraint will be identified in a separate section noted as unfunded needs.

Task 17 – Financial Plan

The consultant will develop a financial plan for project implementation. This will involve forecasting future revenues from existing sources and programs, and estimating how alternative revenue sources and financing strategies can be used to meet the region's transportation capital and operating needs. Revenue forecasts will be developed for the 2040 design year and include fiscal projections for a baseline year, plus interim years (examples are: 2010, 2020, 2030 and 2040). The consultant will show in comparison how other areas within West Virginia, Ohio and the United States have funded transportation improvements by innovative means. The consultant will identify potential funding and potential revenues from each source.

Forecasts will be developed for individual funding categories including; highway, transit, freight, rail, air service and inter-modal resources provided by FHWA, FTA, FAA, WVDOT, ODOT, matching local grants and dedicated funding sources.

Alternate regional transportation system improvements will be developed from an analysis of the forecast-year traffic assignments, as well as recommendations generated during the existing transportation system analysis phase. The alternatives developed will take into consideration any improvements suggested during the public involvement process or projects that support local development. Improvements will be evaluated regardless of whether the model suggests the improvement.

In addition, the consultant will identify existing multi-modal alternatives and inter-modal connectivity and make recommendations related to air, river, rail, highway, transit, bicycle/pedestrian improvement and freight. Cost estimates will be prepared for the alternative improvement proposals. Costs associated with preserving and maintaining the existing transportation system will be included in the cost estimates. Upon selection of a preferred alternative plan, the consultant will prepare a fiscally constrained priority analysis for implementing the 2040 MTP. At a minimum fiscal constraint will be determined by comparing anticipated expenditures to revenue projections from identified funding sources. This will require development of fiscal projections; the establishment of system maintenance cost requirements and the allocation of remaining funds to system capacity. These projections will be provided by the WVDOT/DOH for West Virginia projects, and ODOT for Ohio projects.

The deliverable for this task will be a financial plan for the 2040 Metropolitan Transportation Plan. The Plan will identify potential funding and potential revenues from each source.

Forecasts will be developed for individual funding categories including; highway, transit, freight and inter-modal resources provided by FHWA, FTA, FAA, WVDOT, ODOT, matching local grants and dedicated funding sources. The consultant will develop forecasts of alternative revenue sources and financing strategies.

Task 18 – Air Quality Conformity Analysis

The Consultant will update the Air Quality Conformity Analysis for KYOVA based upon information obtained through the Metropolitan Transportation Plan and travel demand model. The Conformity update will be consistent with the methodology used by EPA, WVDOT and ODOT.

This document details the assumptions and procedures used and the results obtained in the air quality conformity analysis for the 2040 Metropolitan Transportation Plan. This analysis was required to meet the PM2.5 National Ambient Air Quality Standard (NAAQS) and the eight-hour ozone NAAQS.

Fine Particulate Matter (PM2.5): The Huntington PM2.5 non-attainment area includes Adams County, OH (Monroe Township and Sprigg Township); Gallia County, OH (Cheshire Township); Lawrence County, OH; Scioto County, OH; Cabell County, WV; Mason County, WV (Graham Tax District); and Wayne County, WV. According to the EPA Final Rule for the PM2.5 standard, prior to the approval of SIP budgets, PM2.5 areas can use either the build-no-greater-than-no-build test or the no-greater-than-2002 test. For the Huntington area, the no-greater-than-2002 test was used for PM2.5 direct emissions and PM2.5 precursors. The only PM2.5 precursor that is required to be analyzed is NOx. The planning horizon years to be studied are; 2010, 2020, 2030, and 2040 (final plan year).

Eight-Hour Ozone: The Huntington area has established an 8-hour mobile source SIP emissions budget, which was printed in the July 13, 2006 Federal Register (71 FR 39618). The 8-hour ozone non-attainment area includes Cabell County, WV and Wayne County, WV. The Huntington Metropolitan Area motor vehicle emissions budgets (in tons per day) for volatile organic compounds (VOC) and nitrogen oxides (NOx) are shown in Table below. Estimates of vehicle emissions were compared against these emissions budgets to determine regional conformity for the ozone precursors.

Table: 8-Hour Ozone SIP Emissions Budgets

Ozone Precursor	Year	
	2009	2018
VOC (tpd)	4.6	3.0
NO _x (tpd)	8.7	4.1

The deliverable for this task is a document detailing the assumptions and procedures used and the results obtained in the air quality conformity analysis for the 2040 Metropolitan Transportation Plan. This analysis is required to meet the PM2.5 National Ambient Air Quality Standard (NAAQS) and the 1997 eight-hour ozone NAAQS.

Task 19 – Funding Opportunities and Gap Analysis

It is necessary for the consultant to review all financial/grant opportunities. It will be necessary to provide adequate data to perform the benefit/cost analysis required for the computation of CMAQ and multimodal applications. It is necessary for the selected firm to stay apprised of any potential funding and close the gap that transpires in connection with SAFETEA- LU and any future legislation.

Task 20 – Project Documentation

The consultant will prepare a final report documenting recommendations for the 2040 Metropolitan Transportation Plan (MTP), Transportation Improvement Program, Huntington’s Central Business District Access Study, Transit Analysis, Air Quality Conformity Analysis, land-use and transportation activity within the region. WVDOT/WVDOH, ODOT and KYOVA will have final determination on content and wording of the document. The consultant will provide the final report in both hard copy and electronic versions to WVDOT/WVDOH, ODOT and KYOVA, which includes all modeling and GIS information and data. Hard copies include but are not limited to; background, existing conditions, system analysis, financial plan, implementation plan, graphics, financial tables, modeling and GIS information and data. The consultants will attend all KYOVA Technical Advisory Committee Meetings and Policy Board Meetings and give presentations of the MTP, TIP and CBD Access Study for review and approval.

All information, data and reports generated by the study process will be made available to KYOVA, WVDOT and ODOT for review. The number of final reports will be negotiated.

Development Process Schedule for Acquiring Consulting Services:

2040 MTP Development & Process Activity	Due Date
Advertisement for Consultant Services	February 1, 2010
Pre-Scope Meeting with Consultants to Discuss Scope Of Work	February 10, 2010
Proposal Submission Deadline by Consultants	March 5, 2010
Complete Review Period of Proposals	March 26, 2010
Short Listing of Selected Proposals	April 9, 2010
Interview and Evaluation of Consultant	May 12, 2010
Award Contract	May 24, 2010
Start MTP Development	June 15, 2010

*This schedule is not to be considered a legal contract and may change at KYOVA’s discretion.

Selection Process:

Consultants that submit a Letter of Interest by the specified date and time will be considered. A “short list” of no more than five firms may, at the discretion of the selection committee, be made based on the information provided in the Letter of Interest.

Scoring Criteria will be as follows:

Category	Scoring Criteria
Project Manager	20
Strength/Experience of Assigned Staff including Subconsultants	15
Familiarity with the project	30
Firm’s Current Workload/Availability of Personnel	10
Consultant’s Past Performance	25
Total	100

Questions Regarding This Letter of Interest

Questions regarding this request should be directed to Michele P. Craig, Executive Director or Saleem A. Salameh P.E., Transportation Study Director at 304.523.7434. E-mail requests may be sent to Ssalameh@ntelos.net.