

REPORT TO SHASTA COUNTY RTPA

SUBJECT		MEETING DATE	ITEM NUMBER
Authorize Executive Director to Complete a Personal Services Agreement (PSA) to Prepare a Southern Region Planning Study and Traffic Impact Fee Program		12/14/04	4

RECOMMENDATION

It is recommended that the Agency authorize the Executive Officer to approve a Personal Services Agreement (PSA) in the amount of \$71,388 for consultant services to prepare a Shasta County Southern Region Comprehensive Planning document and a related Traffic Impact Fee (TIF) and to authorize the Executive Officer to execute change orders up to \$20,000 for future contingencies.

SUMMARY

Approval of this PSA will allow staff to move forward with the planning process needed to address current and future transportation needs in the West Cottonwood area, and to identify specific projects for future funding.

DISCUSSION

The area around Gas Point Road and Interstate 5 is experiencing growth. Access to I-5 and to the communities north and south is congested during the morning and afternoon peak period. Plans to develop housing west of this area will reduce the level of service on this corridor and increase delay. One solution proposed in the Shasta County General Plan circulation element is a connector road north to the City of Anderson and an east-west connector to Rhonda Road. Additionally, improvements will need to be made to Rhonda and Gas Point Roads and to the Gas Point Road Interchange. To address these conditions the County requested that the RTPA undertake the effort to move these concepts to reality.

A comprehensive planning document is needed to guide efforts for the County, City of Anderson, and Caltrans. One of the deliverables to be received from the consultant team is a "Plan Line Study" identifying the preferred corridor for these new roads. This is similar to the process leading to the construction of Knighton Road from Interstate 5 to Airport Road. This plan line will allow the County to start the process of acquiring this right of way as development occurs in the area of these new roads.

Another deliverable is a collection of transportation improvements generally in and around the Gas Point Road interchange with Interstate 5 and along Rhonda Road and Gas Point Road. The third deliverable anticipated is a Traffic Impact Fee Program, earmarked to implement these planned improvements. The role of the RTPA is limited to preparing these studies. It will be up to the County, and, possibly, the City of Anderson to actually adopt and implement the plan line study and to implement the Traffic Impact Fee developed.

Public Involvement will be early and often. The goal of the project is to consider all public input and concerns, in order to provide roadway improvement alternatives acceptable to the communities affected by the plan. At this time the exact number of public meetings has not been established. This will occur after we engage the community. It is our goal to satisfy the community that they have had adequate input into this process.

The Board authorized the Executive Director during the October 26, 2004, meeting to distribute a Request for Proposal (RFP). The RFP was sent directly to all known consultants and public notices were published in the local paper and Sacramento Bee.

Four responses were determined complete and reviewed against the scoring criteria indicated in the RFP. Representatives from Redding, Anderson, Caltrans, Shasta County and the RTPA Staff reviewed and ranked each proposal. Based upon the scoring criteria, Omni-Means and Willdan tied for the highest ranking. A summary of the scoring results is attached.

Staff has elected to open negotiations with only Omni-Means due to the large disparity in their cost proposals. The proposal from Willdan is \$106,000 higher than that submitted by Omni-Means. In Omni-Means proposal reference is made to several other studies they are currently under contract to perform or have recently performed in this immediate vicinity. Obviously, they are realizing some economies of scale through these various engagements. By comparison cost proposals from the other two firms ranged from \$140,000 to \$150,000.

As of this writing there are several items of clarification desired before proceeding to contract execution. Staff is confident these will be resolved prior to the meeting. As a result the Staff recommendation may be presented differently at the time of the meeting. It is anticipated that the recommendation will be to award this engagement to Omni-Means but it may be for a different amount depending upon negotiations with this firm. Given the disparity in costs proposed there may have been some misunderstandings regarding project scope. It is possible Staff may request that this item be delayed if we are not able to successfully negotiate with Omni-Means.

Although we do not anticipate any change orders at this time Staff would like the flexibility to request extra work up to a maximum amount of \$20,000. This contingency funding would be used for unforeseen circumstances that may arise during the course of this study. Such circumstances may be related to public requests, the need for additional traffic counts or public presentations. The alternative to this proposal would be to wait for the next RTPA meeting to present it to the Agency for approval. To keep the Agency fully informed it is suggested that if any change orders are authorized that they will be presented to the Agency at their next meeting.

ALTERNATIVES

Identified alternatives to the Staff recommendation would be to not authorize the Executive Officer to execute this agreement. This is not recommended in that it will add two months to the process. The Agency may also direct the Executive Officer to negotiate a different scope and/or cost.

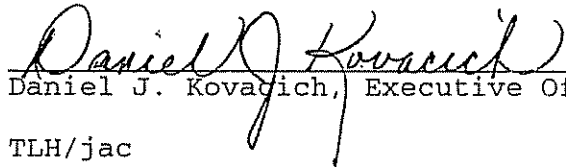
The Agency may also decline to award this project at this time.

OTHER AGENCY INVOLVEMENT

Representatives from Redding, Anderson, Caltrans and the County participated in evaluating these firms.

FINANCING

The 2004-05 budget contains \$150,000 budgeted for this project. Adoption of the Staff recommendation will not impact any other planned programs.



Daniel J. Kovacich, Executive Officer

TLH/jac

Attachment: Summary of Scoring Results

Shasta County RTPA
 Recap of Evaluation forms
 Southern Region RFP

Omni Means (\$71,300)

		RTPA 1	County	Anderson	Caltrans	Redding	RTPA 2	AVG Rank
1	Qualifications	14	18	18	16	14	17	
2	Completeness	15	18	18	16	10	19	
3	Responsiveness	15	16	18	15	13	19	
4	Schedule Continuity	7	8	10	8	8	10	
5	Simliar Projects	7	10	10	10	8	10	
6	Overall	15	18	18	11	15	18	
	Total	73	88	92	76	68	93	-
	Rank by Jurisdiction	3	1	1	3	2	2	2.00

WillDan (\$171,900)

		RTPA 1	County	Anderson	Caltrans	Redding	RTPA 2	AVG Rank
1	Qualifications	17	16	18	19	17	19	
2	Completeness	16	16	18	19	18	18	
3	Responsiveness	18	17	17	19	18	18	
4	Schedule Continuity	7	8	9	9	10	9	
5	Simliar Projects	8	9	10	10	10	9	
6	Overall	16	18	18	19	15	18	
	Total	82	84	90	95	88	91	-
	Rank by Jurisdiction	2	3	2	1	1	3	2.00

Wood Rodgers (\$146,950)

		RTPA 1	County	Anderson	Caltrans	Redding	RTPA 2	AVG Rank
1	Qualifications	17	18	18	17	5	19	
2	Completeness	18	18	16	18	15	19	
3	Responsiveness	19	16	16	18	15	19	
4	Schedule Continuity	9	8	9	10	6	10	
5	Simliar Projects	7	9	8	10	4	9	
6	Overall	18	18	16	16	12	18	
	Total	88	87	83	89	57	94	-
	Rank by Jurisdiction	1	2	4	2	3	1	2.17

Hexagon (\$149,650)

		RTPA 1	County	Anderson	Caltrans	Redding	RTPA 2	AVG Rank
1	Qualifications	14	17	18	16	10	18	
2	Completeness	14	15	16	10	10	18	
3	Responsiveness	16	17	16	12	10	18	
4	Schedule Continuity	7	8	10	7	7	8	
5	Simliar Projects	6	7	8	4	6	5	
6	Overall	14	15	16	10	10	18	
	Total	71	79	84	59	53	85	-
	Rank by Jurisdiction	4	4	3	4	4	4	3.83