

REPORT TO SHASTA COUNTY RTPA

SUBJECT	MEETING DATE	ITEM NUMBER
Authorize Executive Officer To Execute a Personal Services Agreement (PSA) to Prepare Interstate 5/Riverside Avenue/Ox Yoke Interchange Traffic Impact Fee Program	04/25/06	3-7

RECOMMENDATION

It is recommended that the Agency authorize the Executive Officer to approve a Personal Services Agreement (PSA) in the amount of \$96,751 for professional services with OMNI-MEANS to prepare the Interstate 5/Riverside Avenue/Ox Yoke interchange traffic impact fee program.

SUMMARY

Approval of a PSA will allow staff to move forward with the planning process needed to address current and future transportation needs in the northwest Anderson area around the Interstate 5/Riverside Avenue/Ox Yoke interchange. The PSA will include provisions for administrative amendments allowing minor changes to project cost and schedule.

DISCUSSION

This project will proceed in two phases, Phase A: traffic impact fee program (TIF) and Phase B: project study report (PSR)

Phase A work would be authorized immediately. Phase B work, depending on consultant performance and funding, would be authorized at a later date.

There is presently a great deal of development interest in the corridor between the Ox Yoke Drive/State Route 273 and Riverside Avenue/North Street intersections as shown on the attached map. The City of Anderson has requested that the RTPA provide updated traffic analysis for the entire corridor and develop a traffic impact fee program.

Once needed transportation improvements are identified, a traffic impact fee program will be prepared for adoption by the Anderson City Council and Shasta County Board of Supervisors. The project will include several meetings and workshops to ensure broad public and agency participation as the program develops. The study will also assist Caltrans in developing twenty-year plans for the I-5 corridor and area interchanges.

Two responses were determined complete and reviewed against the scoring criteria indicated in the Request For Proposal (RFP). Staff from the City of Anderson, Caltrans and the RTPA reviewed and ranked each proposal.

Based upon the scoring, OMNI-MEANS was first on all ballots, followed by LUMOS and Associates (see attached scoring grid). Based upon the successful interview with OMNI-MEANS, staff recommends approval of a Personal Services Agreement (PSA) by the Executive Director.

The schedule for this project indicates completion by January 2007, with a consultant cost of \$96,751. The PSA will include provisions for administrative amendments allowing minor changes to project cost and schedule. Costs amendments would not exceed 20%. Any administrative amendments would be reported to the Agency.

ALTERNATIVES

The Agency could choose not to authorize the PSA. This is not recommended because the need to establish transportation funding mechanisms is well documented and adequate planning funds are available to support the request.

OTHER AGENCY INVOLVEMENT

The recommendation supports a request by the City of Anderson. Shasta County concurs with the need for the study and fee program. The Technical Advisory Committee (TAC) supports this recommendation.

FINANCING

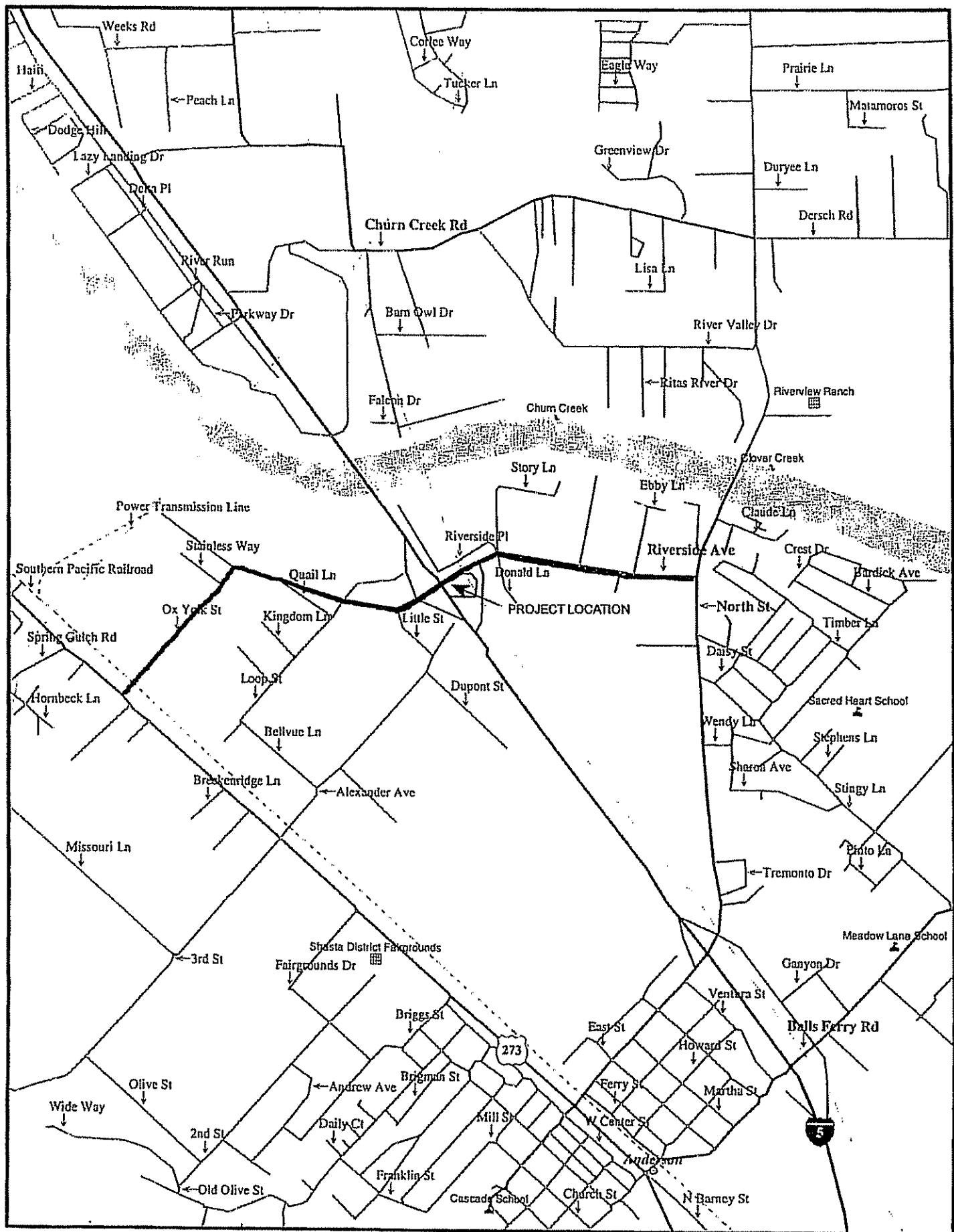
The RTPA currently has approximately \$40,000 in this years OWP and \$150,000 in next years Overall Work Program (OWP) budgeted for Phase A work.



Daniel S. Little, Executive Officer

TLH/jac

Attachments: Map
 Scoring Grid
 Project Budget



Shasta County RTPA
Review Of Proposals
I-5/Riverside Av.
Interchange TIFP and
PSR
03-Apr-06

Reviewers:COMMITTEE REPRESENTING RTPA,CALTRANS,CITY OF ANDERSON

	REVIEW OF LUMOS RESONSE TO RFP	20 Pts Available per Category	20 Pts Available per Category	20 Pts Available per Category	20 Pts Available per Category	AVERAGE
	FACTORS	Score Assigned	Score Assigned	Score Assigned	Score Assigned	
1	Technical approach/understanding of the scope of this solicitation	19	15	20	10	16
2	Technical qualifications and experience of the firm	19	17	15	10	15.25
3	Ability to meet project deadlines and attend brief meetings and site visits with little or no advance notification	15	14	18	15	15.5
4	Firm's past record in performing similar projects	16	13	15	5	12.25
5	Familiarity and experience with Shasta County's local jurisdictions, Caltrans, District 2, and FHWA	15	10	19	10	13.5
Total (100 Max)		84	69	87	50	72.5

	REVIEW OF OMNI-MEANS RESONSE TO RFP	20 Pts Available per Category	20 Pts Available per Category	20 Pts Available per Category	20 Pts Available per Category	AVERAGE
	FACTORS	Score Assigned	Score Assigned	Score Assigned	Score Assigned	
1	Technical approach/understanding of the scope of this solicitation	19	17	20	18	18.5
2	Technical qualifications and experience of the firm	19	17	19	20	18.75
3	Ability to meet project deadlines and attend brief meetings and site visits with little or no advance notification	16	15	18	15	16
4	Firm's past record in performing similar projects	18	16	20	10	16
5	Familiarity and experience with Shasta County's local jurisdictions, Caltrans, District 2, and FHWA	19	14	20	20	18.25
Total (100 Max)		91	79	97	83	87.5

Project Budget Estimate - PHASE A Shasta County RTPA Riverside Avenue/I5 Interchange PSR P3360budTIF.xls		Welland - PIC	Wenham - PM	Miller - Proj Engr	Lee - Proj Engr	Technical Staff	Clerical	Outside Services	Total Hours	Total Cost	Sub Totals
Task	Task Description	\$164	\$130	\$137	\$94	\$74	\$58				
PHASE A - TRAFFIC IMPACT FEE PROGRAM											
Task 1	Project Coordination, Management And Meetings										
1.1	TAC Formation										
1.2	First TAC Meeting										
1.3	Subsequent TAC and Caltrans Meetings										
1.4	Community Involvement Process.										
Task 2	Review of Existing Planning Documents										\$3,628
2.1	Reports and Related Data.	1	4	16	8				29	\$3,628	
Task 3	Create Transportation Baseline Network										\$10,780
3.1	Traffic Counts.					4		\$3,840	4	\$4,136	
3.2	Transportation Corridor Data			1		4			5	\$433	
3.3	Obtain Digital Image Mapping Files.			1		1		\$6,000	2	\$6,211	
Task 4	Traffic Model Development/Circulation Improvement Needs										\$44,799
4.1	Refine Regional Travel Demand Models										
4.1.1	Refine Existing and Proposed Future Roadway Data.			1	8				9	\$889	
4.1.2	Refine Existing and Future Land Use Data.			2	12	8			22	\$1,994	
4.1.3	Prepare 2010, 2015, 2020, 2025 and 2030 Traffic Projections.			8	24	8			40	\$3,944	
4.1.4	Prepare Roadway Capacity Models.			4	60	8			72	\$6,780	
4.1.5	Determine Transportation Improvements Needs.			16	40	12			68	\$6,840	
4.1.6	Roadway Planline Layouts	1	4	8	24	40			77	\$6,996	
4.1.7	Develop Unit Cost Estimates.			1	4				5	\$513	
4.1.8	Transportation Improvement Project Cost Estimates.			4	16	24			44	\$3,828	
4.2	Circulation Improvement Needs Matrix Analysis.			2	8	8			18	\$1,618	
4.3	Construction/Development Phasing.			1	8	16			25	\$2,073	
4.3	Prepare Working Paper #1.			4	16	24	8		52	\$4,292	
4.4	TAC Meeting.	1	4	8				\$500	13	\$2,280	
4.5	Conduct Community Open House Meeting		4	4		16		\$500	24	\$2,752	
Task 5	Review of Existing Deficiencies, Traffic Impact Fee Calculations										\$24,002
5.1	Existing Deficiencies Evaluation.			2	8	4			14	\$1,322	
5.2	Review Alternative Funding Sources.	1	2	4				\$1,500	7	\$2,472	
5.3	Determine Capital Improvements to be Funded Through Traffic Impact Fee Program.	1	2	4				\$1,500	7	\$2,472	
5.4	Calculate Traffic Impact Fees.	1	2	8	24	16			51	\$4,960	
5.5	Draft Traffic Impact Fee Ordinance	1	2	16				\$3,500	19	\$6,116	
5.5	Prepare, Present and Finalize Working Paper #2.	1	2	4	16	20			43	\$3,956	
5.6	Conduct Community Open House Meeting.	2	6	8				\$500	16	\$2,704	
Task 6	Draft Ox Yoke Road/Riverside Avenue Corridor Study and Traffic Impact Fee Program Report Preparation										\$13,542
6.1	Impact Fee Program Report Preparation.	1	4	8	24	16	8		61	\$5,684	
6.2	TAC Meeting to Present Corridor Improvement Plan and Traffic Impact Fee Program Report.	4	4	8				\$500	16	\$2,772	
6.3	Final Ox Yoke Road/Riverside Avenue Corridor Study and Traffic Impact Fee Program Report.		2	2	16	8	4		32	\$2,862	
6.4	RTPA Board, Shasta County Board and City of Anderson City Council Meetings.	4	4	4				\$500	12	\$2,224	
		19	46	149	316	237	20		787		
		\$3,116	\$5,980	\$20,413	\$29,704	\$17,538	\$1,160	\$18,840			\$96,751