

TO: JAMES L. APP, CITY MANAGER
FROM: BOB LATA, COMMUNITY DEVELOPMENT DIRECTOR *BL*
SUBJECT: CONSULTANT SELECTION, UP-DATE OF CIRCULATION
ELEMENT OF THE GENERAL PLAN
DATE: JANUARY 4, 2000

Needs: For the City Council to select the Consultant firm to prepare an up-date of the Circulation Element of the General Plan.

- Facts:
1. The Circulation Element of the General Plan is proposed to be up-dated in a two-step process:
 - (a) Prepare a traffic model and address the traffic circulation challenges resulting from Land Uses designated in the 1991 General Plan;
 - (b) Use the traffic model to assist with the up-date to the Land Use Element of the General Plan, looking beyond 35,000 residents and at a larger geographic area.
 2. As a part of the 1999-2000 Fiscal Year Budget, the City Council provided \$100,000 in funding for the first of these two phases.
 3. A Request for Proposal (RFP) was sent to firms that can provide traffic and circulation related professional services. Two of the proposals received were within the range of the budgeted resources. The firms are Associated Traffic Engineers (ATE) and Omni-Means.
 4. Both firms were interviewed on December 17, 1999 by a review committee consisting of Mike Harmon of the San Luis Obispo Council of Governments (SLOCOG), City Engineer Ditas Esperanza, and Community Development Director Bob Lata.

Analysis
and
Conclusion:

Both ATE and Omni-Means have had extensive experience in undertaking traffic related studies of various types. ATE is a relatively smaller firm with extensive experience in doing project-related traffic studies in both San Luis Obispo and Santa Barbara Counties.

Omni-Means is a relatively larger firm that provides both engineering and traffic facility design services. They were selected by SLOCOG to do the Highway 46 East Corridor Study, and they are currently working on a Highway 101 interchange project in Atascadero. Omni-Means has also had more demonstrated experience in preparing City-wide and larger area traffic modeling.

The most significant differences between the proposals can be summarized as follows:

- The modeling software proposed by ATE is called "TMODEL". ATE proposes to work on the project as a team with TMODEL Company, the firm that developed the software model. The nature and design of the model is such that it would not lend itself for use by the City (the City would need to rely on ATE to maintain the model).
- Omni-Means has proposed to utilize, at the City's option, MINUTP or the more recent version of the same software, called TP+/Viper. This is a form of modeling software that is now being used by Caltrans, and is being evaluated for use by SLOCOG and the County of San Luis Obispo. The latest version of this software is a "Windows" compatible product that is "user friendly" enough that certain functions could be operated by the City. Further, Omni-Means has its own "in house" modeling staff (so the City is working with one entity instead of two separate firms).
- Omni-Means proposes a more active involvement of the City's Traffic and Safety Committee and public workshops. ATE does not propose an extensive public involvement component until part two of the process.

It would seem advantageous to utilize the most recent and widely accepted software. Compatibility with traffic modeling being done by SLOCOG, Caltrans and the County would also seem to be a valuable asset. Public involvement in identifying specific areas of concern and providing support for solutions would also seem worthwhile. For example, the current General Plan calls for Level of Service (LOS) "C"; if the City were willing to accept LOS "D" there could be a significant savings in the cost of roadway improvements.

The RFP requested proposals to be structured in two parts, with prices for each part. Both firms had similar prices for the two parts combined (ATE totals about \$140,945 whereas Omni-Means totals approximately \$139,851).

For just "part one" of the Circulation Element update study, ATE was somewhat lower in price, and then higher for "part two"; Omni-Means was just the opposite. The price for part one by ATE, including a copy of the TMODEL software is \$89,500. The price for part one by Omni-Means, including a copy of the most recent version of TP+/Viper software, would be approximately \$100,000. The range of services provided by Omni-Means is, however, significantly greater and would seem to provide a more complete Circulation Element.

In conclusion, whereas either firm is well qualified to prepare the up-date to the City's Circulation Element of the General Plan, the proposal by Omni-Means provides a more recent and widely utilized software package that can provide compatibility with software being utilized by other public agencies. In addition, Omni-Means has broader capabilities and in-house strengths in both modeling and projecting construction costs. A more extensive public participation component would also seem an advantage.

Policy
Reference: Circulation Element of the General Plan; FY 99-00 Budget

Fiscal
Impact: Both firms are proposing budgets that can be accommodated with the provided allocation of \$100,000 for part one of the up-date of the Circulation Element of the General Plan.

- Options:
- a. Approve selection of Omni-Means to prepare part one of the up-date to the City's Circulation Element, including use of the most recent version of MINUTP software (TP+/Viper), and authorize staff to negotiate and execute a Consultant Services Agreement.
 - b. Approve selection of ATE to prepare part one of the up-date to the City's Circulation Element, and authorize staff to negotiate and execute a Consultant Services Agreement.
 - c. Amend, modify or reject the foregoing options.

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