

MEMORANDUM

DATE: July 28, 2006

TO: Donn Miyahara,
Caltrans District-5, Local Assistance Engineer

FROM: Kim Shultz
Senior Transportation Planner

RE: Santa Cruz Route 1 Auxiliary Lanes –Soquel to Morrissey-Project:
Sole Source Consultant Services

As you know, the Auxiliary Lane Project lies entirely within the footprint of the HOV Lane Project which has been underway since 2003. Moreover, there is a desire to construct the Auxiliary Lane Project as soon as possible to compliment and supplement the operational improvements realized through the Highway 1/17 Merge Lanes Project, currently under construction.

In consideration of the Preliminary Design Phase of the Santa Cruz Route (Highway) 1 Auxiliary Lanes –Soquel to Morrissey-Project, a decision had to be made as to whom should serve as project manager/sponsor (Caltrans or RTC) and, subsequently, whether to solicit bids from qualified consultants or proceed with a noncompetitive negotiated agreement.

This issue was considered both internally by RTC and Caltrans staff, and jointly with input from Caltrans staff in project management, engineering and environmental divisions, including Tim Gubbins and Rich Krumholz, Caltrans D-5 Deputy Directors of Project Management and Planning, respectively. In consideration of the factors cited above a unanimous decision was made by all parties involved that RTC should serve as project sponsor and retain the same consultant team (lead by Nolte Associates) currently working on the HOV Lane Project. Two factors weighed heavily in this decision involving potential savings for both the project schedule and budget:

1. Learning Curve: The work already performed by the Nolte Associates Team will be directly usable for the Auxiliary Lane project without the verification that would occur if a different technical team would assume the Auxiliary Lane Project. This is true for virtually every technical category – Geometry, Environmental, Traffic, Right of Way, Utilities, Structures, Geotechnical, Surveying, Hydrology/Hydraulics, etc. A significant effort would be required for a new team to get to a similar level of understanding of the corridor, including the impacts of the on-going Route 1/17 merge lanes project.
2. Ongoing Coordination: Once a new team was “up to speed” on the project issues, additional resources (time and money) would be required on the part of RTC, Caltrans,

and the Nolte team to coordinate with a new team. This would undoubtedly slow both projects down, create confusion and potentially conflicting efforts.

It should be noted, that the RTC originally followed the consultant selection process outlined in the Local Assistance Procedures Manual (the One-Step Request for Proposals (RFP) process) in securing the services of Nolte Associates for the HOV Lane Project. The process was conducted beginning in the fall of 2002 leading to an award of contract to Nolte Associates in June 2003. The selection of Nolte Associates as the most qualified consultant team was based on the strength of their technical skills and experience, and appreciation for context sensitive project development skills in pursuing a complex highway project in Santa Cruz County.

Documentation of the original consultant selection process is available upon request. If you have any questions regarding the process or factors influencing the decision discussed above, please give me a call at your earliest convenience.