

SUBJECT: Award of proposal number 22-080P to HDR Engineering, Inc. for the contract amount of \$427,801.83 to perform the Urbanized Area Corridor Study.

AGENDA OF: April 5, 2022

ASSEMBLY ACTION:

Adopted without objection

4-5-22 (B)

MANAGER RECOMMENDATION: Present to the assembly for consideration.

APPROVED BY MICHAEL BROWN, BOROUGH MANAGER:

MB

Route To:	Department/Individual	Initials	Remarks
	Purchasing Officer	<i>[Signature]</i>	
	Planning Director <i>A. Strawn</i>	<i>[Signature]</i>	
	Finance Director	<i>[Signature]</i>	
	Borough Attorney	<i>[Signature]</i>	
	Borough Clerk	<i>[Signature]</i>	

ATTACHMENT (S) : Fiscal Note: Yes ☒ No ☐
 Analysis Sheet (1p)
 Scope of Services (7p)

SUMMARY STATEMENT: On January 17, 2022, the Matanuska-Susitna Borough Purchasing Division issued a solicitation requesting proposals from qualified firms to develop four arterial, corridor, and local road network studies to assess needs and deficiencies in our transportation network and in the MSB land-use code, and to propose infrastructure and non-infrastructure solutions. The four sub-area and corridors are:

1. Fishhook Triangle- the area bounded by Palmer and Wasilla Fishhook Roads, Bogard Road, and Trunk Road
2. U-Med District- the area bounded by Trunk Road, Palmer-Wasilla Highway, Parks, and Glenn Highways
3. Bogard and Seldon Road Corridor
4. Hollywood Road, Big Lake Road, Parks Highway, and Vine Road Corridor

Contracted Services will support the Planning Department in various assembly districts 1,2,3,4,5 and 6

In response to the advertisement, three proposals were received. A proposal evaluation team made up of Borough Planning staff evaluated the proposals and selected HDR Engineering, Inc. as the most advantageous firm for the Borough.

The final completion date for this project is May 30, 2023.

In accordance with MSB 3.08.170(B), Administration requests authority to modify the resulting contract completion date by 30 days for unforeseen circumstances.

The Planning Department will be administering the contract.

RECOMMENDATION OF ADMINISTRATION: Award of **PROPOSAL NUMBER 22-080P** to **HDR ENGINEERING, INC.** for the contract amount of **FOUR HUNDRED TWENTY SEVEN THOUSAND EIGHT HUNDRED ONE DOLLARS AND 83/100 CENTS (\$427,801.83)** to **PERFORM THE URBANIZED AREA CORRIDOR STUDY.**

MATANUSKA-SUSITNA BOROUGH
FISCAL NOTE

Agenda Date: April 5, 2022

SUBJECT: Award of proposal number 22-080P to HDR Engineering, Inc. for the contract amount of \$427,801.83 to perform the Urbanized Area Corridor Study.

ORIGINATOR: Purchasing

FISCAL ACTION (TO BE COMPLETED BY FINANCE)	FISCAL IMPACT <u>(YES)</u> NO
AMOUNT REQUESTED <u>\$427,801.83</u>	FUNDING SOURCE <u>Misc. Capital Projects</u>
FROM ACCOUNT # <u>486.00.00 4xx.xxx</u>	PROJECT # <u>47038-1400-1402</u>
TO ACCOUNT :	PROJECT #
VERIFIED BY: <u>Trine Wiland</u>	CERTIFIED BY:
DATE: <u>3/23/22</u>	DATE:

EXPENDITURES/REVENUES:

(Thousands of Dollars)

OPERATING	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027
Personnel Services						
Travel						
Contractual						
Supplies						
Equipment						
Land/Structures						
Grants, Claims						
Miscellaneous						
TOTAL OPERATING						

CAPITAL	<u>427.8</u>					
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REVENUE						
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FUNDING:

(Thousands of Dollars)

General Fund						
State/Federal Funds						
Other	<u>427.8</u>					
TOTAL	<u>427.8</u>					

POSITIONS:

Full-Time						
Part-Time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

PREPARED BY: _____ PHONE: _____
 DEPARTMENT: _____ DATE: _____
 APPROVED BY: Cheryl Hendel DATE: 3/23/22



Scoring Summary

22-080P Urbanized Area Corridor Study

	Total	Objectives and Services	Relevant Project Experience	Proposed Project Staff	Methods	Management	Fee
Supplier	/ 100 pts	/ 18 pts	/ 16 pts	/ 14 pts	/ 12 pts	/ 10 pts	/ 30 pts
HDR Engineering, Inc.	89.12 pts	15.12 pts	14.08 pts	12.88 pts	8.64 pts	8.4 pts	30 pts (\$427,801.83)
R & M Consultants Inc	79.83 pts	12.24 pts	12.16 pts	10.64 pts	9.6 pts	8.4 pts	26.79 pts (\$479,053.52)
Kinney Engineering	75.66 pts	13.68 pts	10.88 pts	9.52 pts	8.16 pts	7.6 pts	25.82 pts (\$497,056.40)

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SCOPE OF SERVICES

22-080P, URBANIZED AREA CORRIDOR STUDY

The Matanuska-Susitna Borough (MSB) Planning Division is seeking a multi-disciplinary professional consulting team to develop four arterial, corridor, and local road network studies to assess needs and deficiencies in our transportation network and in the MSB land-use code and to propose infrastructure and non-infrastructure solutions in selected sub-area identified in this scope. The four sub-area and corridors are:

1. Fishhook Triangle- the area bounded by Palmer and Wasilla Fishhook Roads, Bogard Road, and Trunk Road
2. U-Med District- the area bounded by Trunk Road, Palmer-Wasilla Highway, Parks, and Glenn Highways
3. Bogard and Seldon Road Corridor
4. Hollywood Road, Big Lake Road, Parks Highway, and Vine Road Corridor

The Mat-Su core area is no longer rural. Preliminary 2020 Census data shows the Mat-Su grew by 20% in the past ten years, and a designation by the Census as a new Urbanized Area for a portion of the core area is expected in April 2022. With this designation, the Mat-Su will need to form a Metropolitan Planning Organization (MPO) and comply with the EPA mandated Municipal Separate Storm Sewer System (MS4) permit to manage stormwater within the urbanized area. The Mat-Su also saw growth in employment in 2020 during the height of COVID-19 restrictions. Population growth is expected to continue until 2045.

With so few arterial roads and deficiencies within the major and minor collector networks, especially in the urbanizing area, and lax planning and development policies, the MSB will continue to face significant challenges maintaining regional mobility as the population grows. These sub-area studies are necessary to help identify where appropriate and thoughtful infrastructure investment is needed so that the arterial and collector road networks can accommodate future growth, adequately support economic development, and improve safety and mobility for the traveling public. Policy revisions within the Mat-Su Borough will also be necessary to ensure safety and mobility for all persons.

Using the standard transportation planning calculations or Average Daily Trips (ADT's) per household in each Census Designated Areas, ADOT&PF and MSB planning staff have determined the Mat-Su will need fourteen new major and minor collectors in the urbanized area/ greater core area to accommodate traffic volumes. Identifying where these new road corridors will go and implementing access management to preserve the function of the existing and developing network to improve safety, connectivity, and transportation choices is necessary. Walkability and multi-modal equity will also need to be incorporated into the planning process so that appropriate infrastructure investments can be made. A Complete Streets Policy should be considered as an output to this study.

The goal of this planning effort is to provide information, data, and to propose solutions that will support better land-use planning and appropriate infrastructure investments in the urbanizing area of Mat-Su. Improving the safety of our roadways and ensuring better mobility throughout the urbanizing area will directly support the economic and community development needs of our communities and enhance the quality of life as the region continues to grow.

Each discrete planning effort should summarize existing conditions and growth trends, perform technical analysis to identify current deficiencies and potential problems within the network, and propose an implementation strategy that includes policy changes, prioritized infrastructure investments, and planning-level cost estimates. Deepening the connection between land use planning, regulations, economic development, and the development of an efficient transportation network should be a focal point for the whole project.

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Additional tasks and work elements may be added during contract negotiations. Upon conclusion of the negotiation process and before proceeding with work, the selected consultant team will be required to prepare a final work plan including scope, schedule, and budget for inclusion into a contract agreement.

The scope of services for each of the Corridor Network Sub-Area Studies is summarized below. Consultants are invited to propose modifications to these tasks and to exercise creativity in responding to this RFP. Modifications to tasks and task sequencing, which will improve the effectiveness of the study effort while containing costs, are encouraged. It may also be beneficial for the Consultant to propose a project manager for each corridor /sub-area study to ensure appropriate attention is given to each of the four regions.

The Sub-Areas and Corridors to be Studies:

Palmer & Wasilla Fishhook Roads and the Fishhook Triangle

The Fishhook Triangle has experienced significant subdivision development, and because of our lack of road powers and the limits of our current subdivision code, transportation infrastructure investments have not kept pace with needs. This study will address ways to identify complementary roadway and land development along minor and major collectors that allow the collector roads to function. The purpose of collector roads is to move people and goods from the surrounding neighborhoods, commercial properties, and other traffic generators to the arterial roadways and major traffic destinations.

Wasilla-Fishhook and Palmer Fishhook sub-area study will propose an optimal approach that will ensure significant growth in this area is met with an effective collector network, access management, and well-designed arterials (ADOT&PF considers the Fishhooks as arterials). The lack of sufficient connectivity in this sub-area has created traffic bottlenecks, particularly at the Bogard-Engstrom intersection, the intersection of Wasilla Fishhook and Shaw Elementary, and safety issues are on the rise along Palmer Fishhook as more vehicular and pedestrian traffic from neighborhoods and recreation destinations in GPRA (define) and Hatcher Pass overload the corridor. This corridor also includes a significant moose crossing area that should be addressed to improve safety. The study will examine the benefits of additional east-west connections such as a Tex-Al Drive connection, a new road from Engstrom Road across Wasilla Creek to Trunk Road, along with the connection of Aspen Ridge Road to Palmer Fishhook Road as a starting point, but this study should explore a few scenarios resulting in a more comprehensive set of policy and infrastructure recommendations for the area that provides the most benefit for the cost.

The University-Medical District

The Matanuska-Susitna Borough, Mat-Su Health Foundation, the University of Alaska Fairbanks Experiment Farm, and Mat-Su Regional Hospital have expressed a shared interest in developing a University-Medical District East of Trunk Road. This study would provide recommendations to help focus development toward education and compatible medical land uses. The study would address multi-modal transportation network connectivity, highlight more robust public transit options, develop backage roads (ex. south of Palmer-Wasilla Highway), and explore land development patterns to reduce single-occupancy vehicle dependency in this area. An example is higher-density residential development near medical and educational buildings, and providing housing options for the local workforce or residents who frequently require medical services. This area is also adjacent to the Matanuska Greenbelt with over 30 miles of non-motorized multi-use trails and two university campuses Mat-Su College and the Matanuska Experimental Farm.

This sub-area study will explore options to improve access to the hospital entrance, including planning level cost estimates. The study should consider opportunities associated with existing and expanded water and sewer availability from the hospital to the surrounding area along Trunk Road, the Glenn Highway, and the Palmer Wasilla Highway. This study should also include scenarios for higher-density mixed-use development throughout the sub-area with the addition of water and sewer, along with assessing land owners' willingness to develop a Conservation Plan for the sub-regional trail network.

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The MSB, Mat-Su Health Foundation, the Mat-Su Trails Foundation, Alaska Farmland Trust, and the University of Alaska Fairbanks recently initiated conversations about developing a long-range plan for the Experiment Farm and trail network. The Mat-Su Health Foundation recently finalized a long-range plan for Mat-Su Regional Hospital Campus, and The Matanuska Experiment and Research Farm also completed a master plan for their campus. These efforts should be considered in this sub-area plan as appropriate.

Bogard and Seldon Road Corridor

With the improvements the MSB and ADOT&PF have made and continue to make, this corridor will likely become the next focus for commercial development in the Mat-Su, much like the Palmer Wasilla Highway. Before commercial and residential build-out occurs to protect this arterial access, land use needs to be managed along the corridor to preserve its function within its design standards. An access management plan for Bogard and Seldon was completed in 2010. This plan needs to be reviewed and updated. Additionally, ADOT is conducting an intra-regional corridor study that includes Bogard and Seldon. The data for the ADOT&PF study may be appropriate for this corridor plan. If this is the case, the MSB would add another corridor to the scope of work.

Hollywood Road/Vine/Parks/Big Lake

The sub-area study will examine what corridor network solutions are appropriate to get ahead of the development curve and ensure an adequate arterial and collector grid network is developed. As the ADOT&PF completes major improvements to the Parks Highway and KGB Road, it is anticipated this part of the Borough will witness additional subdivision development. The MSB wishes to identify what core infrastructure alignments, policy changes and/or network connectivity improvements are needed before commercial and residential build-out occurs.

Project Management

The Contractor will be required to produce a coordinated timeline and schedule for each sub-area study and a timeline for public involvement. Bi-weekly project updates, monthly steering committee meetings, monthly progress reports with invoices, along with periodic presentations to Boards, Commissions, and Assembly may be necessary to ensure the project stays on track and the stakeholders are informed will be required.

The Consultant team selected for the project shall coordinate technical analysis and planning efforts with the project management team and a steering committee. The project management team will help form the steering committee. At a minimum, members of the MSB Planning and Public Works Departments, Mat-Su Pre-MPO Steering Committee, ADOT&PF, the Local Road Service Area Advisory Board, and MSB Transportation Advisory Board will make up the steering committee.

The consultant team will utilize existing plans, white paper documents, GIS data, and modeling tools to develop the existing conditions report, scenario development, technical analysis, and the final recommendations report.

Phase I

TASK 1: Existing conditions Report

The Consultant will compile an inventory of existing transportation facilities within each of the study areas for all modes and pertinent information such as Annual Average Daily Traffic (AADT), functional classification, Level of Service (LOS), crash data, and ownership and maintenance responsibilities. The Existing Conditions Report shall include but is not limited to: planning level intersection and roadway segment levels of service, crash history, posted speeds (existing access management policy practices), population/growth rates, socio-economic and technological trends, roadway deficiencies, physical constraints to connectivity, right-of-way status, transit, and non-motorized infrastructure and deficiencies.

Regional Travel Demand Models -The Consultant will review past and current Regional Travel Demand Modeling projects used to develop the 2035 LRTP and the 2021 OSHP draft regarding the Mat-Su area. The underlying assumptions in the model regarding population, employment, trip generation, and other factors should be outlined and reflected in the existing conditions report.

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Right-of-Way (ROW)/Utilities Analysis – The Contractor will coordinate with State and local agencies to gather and examine data on existing ROW and utilities to assess capacity and deficiencies relative to the envisioned access management, intersection improvements, bicycle/pedestrian facilities, and envisioned development within corridor network sub-area. The analysis will include ROW, electric, gas, and telecommunications to the greatest extent possible. The U-Med District should include an investigation about the feasibility of expanding water and sewer from Mat-Su Regional along Trunk road to the Palmer-Wasilla Highway.

Environmental Analysis (not an EIS) – The Contractor will provide a generalized assessment of the social (cultural), economic, and natural environmental (natural areas, wetlands, flood zones, waterways, significant views, etc.) impacts and limitations to infrastructure improvements within the sub-areas.

Consultants shall review data and base materials provided by MSB staff, compile findings from previous studies, familiarize themselves with adopted area plans, review development, and populations trends from assessments data, and identify any gaps in data as appropriate in order to produce an overview of existing conditions and the data used to develop them.

Previous studies and data sources available to the Consultant include:

- 2035 Long-Range Transportation Plan
- Official Streets and Highways Plan (OSHP) 2007 & 2021 draft
- MSB Comprehensive Plans
- Bike and Pedestrian Plan (in progress)
- MSB 2017 Coordinated Health and Human Services Plan
- MSB 2010 Economic Development Plan
- Access Management Plans developed by the MSB (Bogard Road Extension East and Seldon Road Extension)
- ADOT&PF Beltway Study
- 2040 projections from Anchorage travel demand model
- 2014 MSB Buildout Study
- ADOT&PF Policy and Procedure for Divided Highway Corridors ADOT &PF Access Management plan for the North Parks Highway
- White Paper on Access Management 10/31/2012 (HDR for ADOT&PF)

TASK 2: Technical Analysis and Assessment Report

Transportation Analysis for each Sub-Area – Review data to examine and evaluate the functional classification of the roadways within each sub-area, including the need/justification and location for collector roads based on the draft OSHP and the latest traffic modeling.

The Contractor will produce a professional assessment of the corridor network in each sub-area with and without improvements, produce a generalized estimate for levels of services with and without access management, identify potential road improvement needs with and without access management, and provide planning-level cost estimates of the marginal differences.

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The Contractor will identify any issues related to but not confined to population growth/ development, access management, intersection design, bicycle and pedestrian safety, and right-of-way within the corridor network study areas.

The Contractor will determine the best location for optimal side road connections and recommend local roadway improvements following the AASHTO road classification hierarchy guidelines. The Contractor shall compare recommended road connections with the OSHP and propose recommended changes as needed. Additional planning-level traffic analysis may be necessary, and costs will be determined as a separate pay item.

The Consultant will also identify and propose alternative growth scenarios that include both infrastructure and non-infrastructure approaches for each sub-area to manage transportation demand, including land use and growth/density management.

The technical assessment will be presented to the project management team and the steering committee for review and comments.

Phase II – Recommendations

TASK 3: Sub-Area Infrastructure and non-infrastructure recommendations

Based on the findings of the Existing Conditions Report and the Technical Analysis, the Contractor shall prepare a draft concept-level design plan (map and narrative) **for each corridor network sub-area** that incorporates:

- Short, medium, and long-term infrastructure priorities for each corridor with planning level cost estimates including:
 - Major and minor collector roads
 - Primary intersection recommendations
 - Pedestrian crossings and safety improvements, including any grade separation, signage, and signals
 - Suggested bicycle/pedestrian infrastructure
 - Transit nodes to support multi-modal travel, connectivity, design, and safety
 - Utility development that would support the network
 - Potential environmental impacts to wetlands, fish and wildlife habitat, cultural and historical properties, agricultural lands, etc.
 - A preliminary assessment of future ROW needs and a planning-level estimate of associated costs
- Recommendations for non-infrastructure improvements include, but are not limited to:
 - Access management plans for the Fishhook Triangle, Trunk Road U-Med District and Hollywood/Vine/Big Lake Corridor
 - Updated Access Management Plan for Bogard Seldon
 - Land use policy recommendations that will guide appropriate development along arterials and major collectors and within the corridor network sub-areas.
 - Policy recommendations to support the future infrastructure development of an appropriate collector/ local roadway network within each corridor network sub-area.

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- Policy recommendations to support pedestrian safety
- Proposed agreements with ADOT&PF to support MSB adopted Access Management Plans
- Subdivision policy recommendations needed to preserve the function of the corridor and primary intersections
- Permit recommendations to support the function and preservation of the corridor and arterial network
- Summary of funding mechanisms that could be used to develop and maintain the transportation infrastructure

TASK 4: Final Report

After receipt of consolidated comments from the Project Management Team, the Contractor will produce a final Corridor Network Sub-Area Study document and an implementation plan. There should be a balance between text and graphics and be easy to comprehend.

Final Report Chapters

- Corridor Study Purpose and Problem Statement
- Existing Conditions Report
- Technical Analysis Report
- Major Deficiencies and Needs Within Each Sub-area and Corridor Report
- Recommendations / Implementation Plan **for each of the sub-area studies** including:
 - A visual prioritization of collector roads in each of the study areas based on population growth and projected growth showing proposed development of frontage, collector, and side roads to accommodate the traffic flow based on population needs for each study area; and
 - A technical memorandum evaluating the arterial/collector road network along with recommendations for increased connectivity, including ranking of most desirable connections with planning level cost estimates organized by each of the four study sub-areas
 - Access management plan for each corridor intended to preserve the safety and mobility of the major road corridors and protect the public's roadway investment. The plan should include the identification of access points and specific requirements or restrictions for direct driveway access. This plan will be presented to the TAB, PC, and Assembly for adoption into MSB code.
 - Recommendations for agreements with ADOT&PF supporting the MSB's access management recommendations
 - Implementation Plan for MSB code changes to incorporate our access management plans into the plat review process
 - Implementation Plan including policy recommendations to support the findings outlined in each study and a plan to fund infrastructure development

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Task 5: Public Participation Plan

The Consultant will develop a Public Participation Plan (PPP) that outlines a strategy for communicating about the project with the public, policymakers, and agencies. The PPP may include public meetings, workshops, presentations to user groups, and other tools for communication, such as; mailing lists, internet websites, social media content, and newsletters, as discussed below. The PPP will include an anticipated schedule of meetings based on coordination with the project management team.

Deliverables:

- A short narrative about the corridor and sub-area study project, including problems identified and solutions, proposed
- Maps and high-quality visuals that can be incorporated into informative materials for the public participation processes
- Virtual/social media-focused outreach template for each corridor study
- A PowerPoint presentation that can be modified for different audiences
- A website dedicated to informing residents and policymakers about transportation planning and the solutions the Planning department would like to see MSB implement to support the development of our road network
- Support with public outreach in advance of public hearings at Platting Board, Planning Commission, and Assembly
- Support at the Platting Board, Planning Commission, and Assembly public hearings

Project Timeline

February 2022 through May 30, 2023

Budget

The Borough anticipates the cost of this project to be less than \$500,000.000.

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