CITY OF NORMAN, OK
STAFF REPORT

MEETING DATE: 05/14/2024

REQUESTER: Katherine Coffin

PRESENTER: David Riesland, Transportation Engineer

ITEM TITLE: CONSIDERATION OF ADOPTION, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF RESOLUTION R-2324-144: A RESOLUTION OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, TRANSFERRING $70,645 FROM VARIOUS ACCOUNTS TO COVER THE LOCAL SHARE OF THE STANTEC COSTS FOR THE SYSTEM INTEGRATION FOR THE TRAFFIC MANAGEMENT SYSTEM.

BACKGROUND:

A Traffic Management Center (TMC) is a component of a transportation management system that improves traffic flow and incidence response. Many cities throughout the country, including Oklahoma City, Tulsa and Edmond in the state of Oklahoma, have TMC's designed to better manage the flow of traffic on their streets.

TMCs collect information about the transportation network and combine it with other operational and control data to manage the transportation network and to provide traveler information. TMCs communicate transportation-related information to the media and to the motoring public. It is a place where agencies can coordinate their responses to transportation situations and conditions. The TMC uses closed circuit video equipment and roadside count stations to enable decision makers to identify and react to an incident in a timely manner based on real-time data.

For the last two decades, the City has been working on the development of an Advanced Traffic Management System (ATMS) and communication network of underground fiber optic cable. There are currently ten closed-loop traffic signal coordinated systems and approximately 60 miles of fiber optic cable in the ground connecting most of the City's traffic signals. The remaining signals are stand-alone signals and are not currently part of a coordination system.

The city utilizes video detection systems as its primary means of intersection traffic detection; however, a few intersections do feature in-pavement loop detectors. Where fiber optic cable is available at a given intersection with video detection, the feeds from these cameras are linked to the offices of the Transportation Engineer in the Municipal Complex and the Traffic Control Division Building located in the City Service Center on Da Vinci Street ("North Base"), using the ATMS software. All of the City's school zone flashers utilize cellular modems to provide communications to and from the office through a wireless communication system. The City also

maintains a number of driver feedback speed limit signs with and without school zone flashing beacons.

The City of Norman has already laid the foundation for the establishment of a TMC with its robust fiber optic communication network, state of the art traffic signal controllers and modern vehicle video detection systems. On April 2, 2019, Norman citizens approved a $72 million general obligation bond proposition to fund 19 transportation projects, including $366,000 earmarked for the design of a TMC that will be constructed using federal transportation funds. On October 22, 2019, the Norman City Council approved Contract K-1920-49 with Stantec Consulting Services, Inc., to prepare the systems engineering analysis needed to qualify for federal funding of the TMC. On May 10, 2022, the Norman City Council approved Amendment 1 to Contract K-1920-49 with Stantec Consulting Services, Inc., (Stantec) for the design of a traffic management center that included all technology. The technology will be initially located in the Human Resources Building (formerly "Building C") of the Municipal Complex, which is being designed by The McKinney Partnership Architects (McKinney) for renovation. A portion of the Building C remodel, the existing southwest corner of the building, will house the future traffic management center.

The federal fiscal year 2021-2022 (FFY 2022) Transportation Improvement Plan, developed by the Association of Central Oklahoma Governments (ACOG) and approved by the Oklahoma Department of Transportation (ODOT), includes a $3 million grant for the City's first TMC. The project achieved a perfect score of 100 in the ACOG competitive ranking process. All of the accumulated funds for the TMC will pay for the modifications to the southwest corner of Building C as well as the equipment and communication network necessary to achieve a fully functioning TMC. During the final plans development stage, it was determined, jointly by the City of Norman staff as well as ODOT staff that assistance with bidding as well as equipment procurement would be needed for a project. Following several months of research, a plan was conceived whereby Stantec, under contract with the City, would provide the bidding and procurement services outlined in the previously-approved Amendment 2 to Contract K-1920-49, detailing the Stantec scope of work in this next phase of the TMC design project. With this agreement in place, staff expects that the building and equipment will be out to bid by June 2024 with construction/installation of equipment expected as early as April 2025. Staffing requirements for technicians to occupy the TMC space were presented in the FYE 2025 budget.

DISCUSSION:

For the fee associated with the previously approved Stantec Amendment 2 to Contract K-1920-49, ODOT was able to determine that eighty percent (80%) of the $473,185.60 fee is eligible for payment using the grant originally obtained from ACOG for the Norman TMC. This means that the grant will pay $378,548.48 and the City of Norman will be responsible for the remaining $94,637.12 (20%). For their internal accounting purposes, ODOT split the grant funds into construction and design. The City of Norman was billed for the local share of the anticipated construction costs but not for the system integrator role contained within the ODOT design account. As such, the $94,637.12 has to be identified within the Traffic Management Center accounts to be able to pay the invoices that have been received and will be received from Stantec for this task.

Following numerous discussions with ODOT, it was determined that the best path forward was to have City of Norman pay the local share of each Stantec invoice and then offer proof of

payment to ODOT, along with a request to pay the 80% share of each Stantec invoice. Currently, the Traffic Management Center Construction Account (50596688/46101; Project BG0087) contains $23,992.79 that could be used to pay the local share of the Stantec invoices. The use of this account balance results in a deficit of $70,644.33 that will be needed to pay the local share of all of the expected invoices from Stantec.

Several other accounts in the Capital Improvement Projects Fund have been identified that have balances that would allow a portion to be used for this purpose. Street striping (Account; 50594406/46101; Project TC0270) currently contains a balance of $48,987.90 and $10,000 could be transferred to cover a portion of the deficit needed to pay all Stantec invoices. Traffic calming (50590073/46101; TC0230) currently contains a balance of $99,003.58 and 15,000 could be transferred to cover a portion of the deficit needed to pay all Stantec invoices. ODOT Audit Adjustment (Account 50595552/46201; Project TR0068) currently contains a balance of $417,493.91, and the remaining $45,644.33 could be transferred from this account to cover the deficit needed to pay all Stantec invoices.

RECOMMENDATION:

Staff recommends approval of Resolution R-2324-144, along with the transfers identified below, totaling $70,645, be authorized to pay all of the local share of the Stantec costs for system integration for the Traffic Management Center.

Losing Account					Gaining Account				
Description	Project #	Org	Object	Transfer Amount	Description	Project #	Org	Object	Transfer Amount
Street Striping	TC0270	50594406	46101	-$10,000	Traffic Management Center Pay-Go	BG0087	50596688	46101	+$10,000
Traffic Calming	TC0230	50590073	46101	-$15,000	Traffic Management Center Pay-Go	BG0087	50596688	46101	+$15,000
ODOT Audit Adjustment	TR0068	50595535	46101	-$45,645	Traffic Management Center Pay-Go	BG0087	50596688	46101	+$45,645