



## CITY OF NORMAN, OK STAFF REPORT

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**MEETING DATE:** 07/26/2022

**REQUESTER:** Katherine Coffin

**PRESENTER:** David Riesland, Transportation Engineer

**ITEM TITLE:** CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT AND/OR POSTPONEMENT OF CONTRACT K-2223-28: A COMBINED MAINTENANCE, FINANCING, & RIGHT-OF-WAY AGREEMENT BY AND BETWEEN THE CITY OF NORMAN, OKLAHOMA, AND THE OKLAHOMA DEPARTMENT OF TRANSPORTATION IN THE AMOUNT OF \$698,029 FOR THE CITY'S SHARE FOR FEDERAL-AID PROJECT J3-5325(004)IT, J/P 35325(04), THE TRAFFIC MANAGEMENT CENTER, RESOLUTION R-2223-19, AND BUDGET TRANSFER AS OUTLINED IN THE STAFF REPORT.

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### **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 TMCs designed to better manage the flow of traffic on their streets.

TMCs collect information about the transportation network, 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 127 of the City's 156 traffic signals. The remaining 29 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 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 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.

A 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. A copy of the preliminary layout of the TMC is attached.

## **DISCUSSION:**

The Oklahoma Department of Transportation (ODOT) requires the City to execute a Project Maintenance, Financing, and Right-of-Way Agreement and to adopt it by resolution before spending any federal funds. The agreement addresses the responsibilities of the City and the Department of Transportation during the construction of the project. Both the agreement and resolution have been reviewed by staff and approved by the City Attorney. The project will be funded by three sources. First an amount not to exceed \$2,792,114 STBG-UZA was secured through the Association of Central Oklahoma Governments (ACOG). Second, 2019 Transportation Bond Funds are set aside for the development of the TMC. Lastly, a capital project contains \$300,000 in construction funds.

Norman's TMC is being outfitted with individual iTOC units rather than a large, expensive video wall. A rendering of the individual iTOC is attached. The design of the iTOC is more ergonomically correct and the location of two units in Building C will provide the same amount of video board space as a traditional video wall. When completed, the TMC will feature renovated space in Building C for location of the TMC, the equipment and communication infrastructure necessary to have the TMC in Building C, two iTOC units to operate in Building C, one iTOC unit that can be moved into the TMC space in the ECOC when ready, and up to eight intersections with CCTV cameras that will be able to be viewed on each iTOC unit.

ODOT is also asking that the local share of the project cost, estimated at \$698,029, be paid in advance of the bid opening, which is expected in spring of 2023. Originally, this project was thought to be in a November 2022 letting, but delays with the design of the iTOC units has pushed the likely letting to February or March, 2023. Most of the local funds (\$600,000) have been identified in either bond funds or the existing capital project. However, the funds from these two sources leave a balance of \$98,029 to be identified. Surplus funds have been identified in the 12th Ave NE & High Meadows Drive account (Project TR0051/Object 50590079/Org 46001) where a balance of \$140,000 exists for a part of the 12th Ave NE & High Meadows Drive project that will not be needed. The amount of the transfer, \$100,000, will leave a balance of \$40,000 in the identified 12th Ave NE & High Meadows Drive account. A summary of requested transfer is provided in the following table:

Losing Account				Gaining Account			
Project	Org	Object	Transfer Out	Project	Org	Object	Transfer In
TR0051	50590079	46001	\$100,000	BG0087	50596688	46101	\$100,000

A letting in February or March 2023 will likely mean that construction will begin in the summer of 2024 with an operational TMC being completed likely in the late fall of 2024. This will allow

decisions related to staffing requirements to be delayed until the City's FYE 2024 budget. In the meantime, there will be additional projects for additional CCTV cameras, arterial dynamic message signs, and anything needed to fully outfit the TMC space in the future ECOC.

**RECOMMENDATION NO. 1:**

Staff recommends approval and execution of Contract K-2223-28 and Resolution R-2223-19.

**RECOMMENDATION NO. 2:**

Staff recommends a budget transfer from the losing account as identified in the table above.

**RECOMMENDATION NO. 3:**

Staff recommends the payment authorization of \$698,029 to the Oklahoma Department of Transportation for the local share of the project cost upon receipt of the invoice.