



CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: 06/13/2023

REQUESTER: Katherine Coffin

PRESENTER: David Riesland, Transportation Engineer

ITEM TITLE: CONSIDERATION OF AWARDING, ACCEPTANCE, APPROVAL, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF AMENDMENT NO. 2 TO CONTRACT K-1920-49: BY AND BETWEEN THE CITY OF NORMAN, OKLAHOMA, AND STANTEC IN THE AMOUNT OF \$473,185.60 FOR BIDDING AND PROCUREMENT SERVICES ASSOCIATED WITH THE EQUIPMENT NEEDED FOR THE NORMAN TRAFFIC MANAGEMENT CENTER WITH BUDGET TRANSFER AS OUTLINED IN THE STAFF REPORT.

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 127 of the City's 156 traffic signals. These fiber optic facilities also form the backbone of the City's Information Technology (wi-fi) network. 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. 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 voters 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 ultimately 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 No. 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 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 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 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 jointly determined by the City of Norman and ODOT staff that assistance with bidding as well as equipment procurement would be needed for a project the likes of which has never been undertaken by the City or ODOT. 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 attached 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 finally in place, staff expects that the building and equipment will be out to bid by October 2023 with construction/installation of equipment expected as early as January 2024.

Additional staffing for technicians required to occupy the TMC space will be requested in the City's fiscal year 2024-2025 General Fund budget. A space configuration for the Norman TMC is attached, along with a rendering of the workstation to be provided with the project.

DISCUSSION:

The fee associated with the Stantec Amendment. 2 to Contract K-1920-49 is attached. ODOT was able to determine that this fee of \$473,185.60 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 (80%) and the City of Norman will be responsible for the remaining \$94,637.12 (20%). \$400,000 is currently available in Traffic Management System, Construction (Account 50596688-46101; Project BG0087) to be able to pay the City share of these Amendment Services for bidding and procurement and to upfront the grant costs until reimbursement.

Following numerous discussions with ODOT, it was determined that the best path forward was to have City of Norman contract directly with Stantec for these bidding and procurement services, in compliance with City bidding procedures.. As invoices are submitted by Stantec, the City will pay each invoice and then bill ODOT for its 80% share. If approved by the Council, funding for the ODOT portion will be transferred to the Special Grants Fund, and the ODOT share of \$378,548.48 will be recorded to account 225-333252 (Federal Grant Reimbursements) when received.

If approved, City staff anticipates that the Building C renovations to accommodate the TMC and the installation of all necessary equipment will be completed by late fall of 2024. The City's Traffic Management Center will then be fully operational before the end of calendar year 2024.

RECOMMENDATION NO. 1:

Staff recommends approval of Amendment 2 to Contract K-1920-49, with Stantec in the amount of \$473,185.60 for bidding and procurement services associated with the equipment needed for the Norman Traffic Management Center.

RECOMMENDATION NO. 2:

Staff recommends that \$378,548.48 in anticipated ODOT reimbursement funding be transferred from the Capital Fund, Traffic Management Center, Construction (Account 50596688-46101; Project BG0087) to Special Grants Fund, Traffic Management Center Project, Construction (Account 22596688-46101; Project BG0087).