



City of Norman, OK

Municipal Building Council
Chambers
201 West Gray Street
Norman, OK 73069

Text File

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Title

CONTRACT NO. K-1213-118: A CONTRACT BY AND BETWEEN THE CITY OF NORMAN, OKLAHOMA, AND CARDINAL ENGINEERING COMPANY IN THE AMOUNT OF \$74,430 TO PROVIDE ENGINEERING SERVICES FOR THE DESIGN AND FEASIBILITY STUDY OF THE STATE HIGHWAY 9 MULTI-MODAL PATH - PHASE 1 PROJECT AND BUDGET TRANSFER.

Body

BACKGROUND: The 2005 - Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) allocates Federal funds for the implementation of eligible transportation enhancement projects in the state of Oklahoma.

Growing concerns about air quality, open space, and traffic congestion led Congress to create several programs through legislation in the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA). These programs broaden the federal focus on Transportation from building highways to funding projects tied to smarter planning requirements that help ensure communities are more livable. At the center of new focus about transportation, growth, and quality of life is the Transportation Enhancement Program.

With the passage of the Transportation Equity Act for the 21st Century (TEA-21), and its successor, the Safe, Efficient, Flexible, Effective Transportation Equity Act: a Legacy for the User (SAFETEA-LU), Congress continues to reaffirm its commitment to the original concepts established under ISTEA. Like its predecessors, the new legislation continues to provide a catalyst for stimulating activities which go beyond traditional transportation projects.

Transportation Enhancements (TE) activities offer communities funding opportunities to help expand transportation choices, such as safe bicycle and pedestrian facilities, scenic routes, beautification, and other investments that increase recreation opportunity and access. Communities may also use TE funds to contribute toward the revitalization of local and regional economies by restoring historic buildings, renovating streetscapes, or providing transportation museums and visitors centers.

Federal funds available under the Enhancement Program may be used for a maximum of eighty percent (80%) of the eligible project costs, capped at \$600,000 per project. Successful applicants must agree to provide a minimum of twenty percent (20%) of the total project costs. Project proposals will be accepted from Federal and State Agencies, along with Tribal, County, and Local Governments.

On September 9, 2008, City Council met to discuss the Federal Fiscal Year 2009-2010 Transportation Enhancement project application cycle administered by the Oklahoma Department of Transportation (ODOT). During that meeting, Phase 1 of the State Highway 9 Multi-modal path project, which will provide a ten-foot wide paved path along the north side of State Highway 9 between 24th Avenue SE and 72nd Avenue SE, was selected as the City's top priority project.

On September 28, 2008, City Council adopted Resolution R-0809-46 supporting the use of federal surface transportation enhancement program funds for the State Highway 9 Multi-modal Path project and directed staff to submit a formal application to ODOT.

On June 22, 2009, ODOT informed the City of Norman that the State Highway 9 Multimodal Path - Phase 1 project (from 24th Avenue SE to 72nd Avenue SE) was one of 30 statewide projects selected for inclusion in their latest Transportation Enhancement Program plan.

On March 23, 2010, City Council approved Contract K-0910-149, and adopted it by Resolution No. R-0910-105, executing a project agreement between the City and ODOT for the widening and

reconstruction of State Highway 9 from 24th Avenue SE to 72nd Avenue SE.

DESCRIPTION: The Public Works Department prepared a Request for Proposal (RFP) to solicit engineering services to design a 10' wide multi-modal path along the north side of State Highway 9 from 24th Avenue SE to 72nd Avenue SE. Eleven proposals were submitted for consideration. A Selection Committee was formed consisting of Angelo Lombardo - City Transportation Engineer, David Riesland - City Traffic Engineer, James Briggs - City Park Planner, and two citizens (Paul Minnis and Sarah Reichardt who were members of the Citizens Bicycle Advisory Committee at the time). The proposals were reviewed, and the top three candidates, Cardinal Engineering, White Hawk Engineering, and Wilson and Company, were interviewed on December 9, 2010. At the end of the process, the committee selected Cardinal Engineering of Norman as the best suited firm for the project.

When ODOT's associated State Highway 9 Phase 1 Widening plans were developed enough for the City to give a more definitive scope regarding the multi-modal path to the selected firm, staff negotiated a \$74,430 contract fee with Cardinal Engineering to provide the design services. Because the ODOT State Highway Widening plans failed to accommodate a corridor for the bicycle path as originally anticipated, it will be necessary to do a preliminary assessment and feasibility cost study of the multi-modal path to investigate how much of it can be constructed with the available grant funds. This contract fee also includes the additional service for such preliminary assessment and cost study of the project.

The funding of the Cardinal Engineering design contract will come from the Transportation Enhancement Program grant for the multi-modal path and the corresponding local match. The 80% federal portion is limited to \$600,000 and is matched by the City's 20% portion of \$150,000. The grant is refundable (up to the \$600,000 federal max.), with all funding to be paid upfront by the City. The total \$750,000 funding is currently available in Capital Fund Construction Account Number 050-9688-431.61-01, Project Number TR0073. A transfer of \$600,000 from this account to 022-9391-431.61-01, Project Number TR0073 is needed for the grant portion of the project.

RECOMMENDATION: Staff recommends approval of Contract No. K-1213-118 in the amount of \$74,430 between the City of Norman and Cardinal Engineering Company for engineering services for the design and feasibility study of the State Highway 9 Multi-modal Path - Phase 1 project.

In addition, staff recommends a budget transfer of \$600,000 from 050-9688-431.61-01, Project Number TR0073, to 022-9391-431.61-01, Project Number TR0073.