

City of Culver City, California
City Council Agenda Item Report

Date: 9/11/06		Item Number: <u>C-5</u>	
AGENDA ITEM: Authorization to Enter into a Professional Service Agreement with Katz, Okitsu & Associates for the Design of the Fox Hills Area Traffic Signal Interconnect and Upgrade Effort and Citywide Automated Traffic Signal Control and Monitoring Project P-852.			
Contact Person/Dept.: Elaine Jeng/ Public Works		Phone Number: (310) 253-5621	
Fiscal Impact: Yes ☒ No ☐		General Fund: Yes ☒ No ☐	
Public Hearing: ☐		Action Item: ☒ Attachments: ☒	
Public Notification: Master Notification List on September 6, 2006. Katz, Okitsu & Associates, Willdan, and RBF Consulting via Fax on September 6, 2006.			
Department Approval: Charles D. Herbertson (08/31/06)		City Manager Approval: Martin R. Cole for Jerry B. Fulwood (09/06/06)	
City Controller Approval: Marlee Chang (09/06/06)			
<u>RECOMMENDATION:</u> Staff recommends the City Council authorize entering into a professional services agreement with Katz, Okitsu & Associates (KOA) for a not-to-exceed fee of \$142,000. Under this agreement, KOA will provide traffic engineering services for the Fox Hills Area Traffic Signal Interconnect and Upgrade Effort and Citywide Automated Traffic Signal Control and Monitoring Project. <u>BACKGROUND:</u> Staff submitted an application to the Los Angeles County Metropolitan Authority (MTA or Metro) 2001 Call for Project program for the interconnect and upgrade of 12 signalized intersections in the Fox Hills neighborhood and the evaluation and installation of a Citywide Automated Traffic Signal Control and Monitoring Project System. The application proposed three components of work. The first component is to upgrade 12 Traffic Signals within the Fox Hills area to connect to the Los Angeles Department of Transportation (LADOT) Automated Traffic Surveillance and Control (ATSAC) center. Previously, the Jefferson and Sepulveda Gap Closure projects bridged approximately 29 other traffic signals to LADOT's traffic control center. The traffic signals within the Fox Hills areas are the last signalized locations within the city that are not connected to LADOT ATSAC Center. Currently, traffic signal data are transmitted to LADOT via dedicated City owned underground copper wires from City Hall. The existing 50 twisted pair copper wire			

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from City Hall to LADOT hub at the Los Angeles Fire Station 68, located approximately 5 miles east of City Hall, is at capacity. The lack of capacity in the existing copper wire prevents the City from transmitting additional traffic signal data to the LADOT ATSAC center. The second component of the Fox Hills Area Traffic Signal Upgrade project is to switch the data transmission from copper wire interconnection to the City's existing traffic signal fiber optic network, installed as part of a prior Metro Traffic Signal upgrade project, between City Hall and the LADOT hub. The existing network is comprised of 24 strands of fiber optic lines that offer the capacity to transmit data for more than 1,000 traffic signals or a combination of video and traffic signal data.

The third component of the project is to acquire a citywide traffic control system. The three components of the project are summarized in the attached project scope of work.

The Memorandum of Understanding (MOU) between the City and Metro was fully executed in March 2006. Based on the proposed project schedule in the MOU, staff began preparing the Request for Proposal (RFP) for the first two components of work after receiving the fully executed MOU. The said RFP was released in May 2006. Three RFP addenda followed extending the RFP due date to August 24, 2006.

Research in the City's current and future traffic control needs is presently underway. This behind the scene work in the form of a needs assessment and systems analysis is necessary for the third and last component of the work. Actual work on the traffic control system would not begin until the end of 2006 when the needs assessment is expected to be completed.

DISCUSSION:

Five qualified firms with previous experience on similar projects were invited to submit proposals for consideration. Three out of five invited firms responded and submitted a proposal; Willdan, RBF Consulting and KOA.

Both components in the proposals were evaluated as one. In other words, the RFP indicated that the City would not be choosing one firm for the Interconnect Switch and another for the Signal Upgrade.

Willdan

The proposal submitted by Willdan did not demonstrate a clear understanding of the services requested. While the fee proposal for the Signal Upgrade is in-line with the

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expected cost for preparing plans, specification and cost estimates for the 12 signalized locations, the fee associated with the interconnect switch is entirely inadequate, thus demonstrating a lack of understanding of the type of equipment needs to make the switch over.

RBF

Staff reviewed the proposal provided by RBF. Their understanding of the first component was considered complete and responsive. However, based on past experience with similar work such as the Sepulveda and Jefferson Gap Closure projects, the fee proposed is considerably higher than the expected cost for the design of the upgrade of 12 signalized locations. In comparison, RBF is quoting more costly services than Willdan and KOA. In the second component of the work, RBF demonstrated an adequate understanding of the scope of work requested and the fees quoted are adequately matched with that understanding. Staff has had good experience in the design by RBF of the surveillance cameras for the City and this experience was taken into consideration.

KOA

Staff reviewed KOA's proposal and they demonstrated a good understanding of the City's current traffic signal system. Their proposal was complete and responsive. In the second component of the work, KOA's proposed fee is higher than expected but only by a magnitude of \$3,000. This higher than expected fee proposal for the Interconnect Switch could be attributed to the addition of TransCore to KOA's team. TransCore was the consultant hired by LADOT to aid the department with the set up their current traffic control system. TransCore has extensive knowledge in LADOT's traffic signal and control hardware and software and would provide the expertise required for the design of the switch over from copper to fiber optics.

The table below summarizes the fee proposal from the responsive firms.

Firms	KOA	Willdan	RBF
Signal Upgrade	\$98,600	\$128,850	\$185,280
Interconnect Switch	\$ 43,300	\$ 14,000	\$ 37,628
Total	\$141,900	\$142,850	\$222,908

KOA provided the signal upgrade traffic engineering services for the Sepulveda Boulevard and Jefferson ATSAC Gap Closure project and performed satisfactorily. Also their proposed fee is in-line with costs associated with the aforementioned projects. Given the history and reputation of KOA and its selection of a

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subcontractor, TransCore, the project is expected to have the appropriate expertise for the timely completion of design plans and specifications.

Staff recommends KOA provide the traffic engineering services for the Fox Hills Area Traffic Signal interconnect and upgrade effort. The design will take about 6 months to complete. The City Council consideration to approve the final plans and specifications and authorization to proceed with construction bids is slated for the spring of 2007.

FISCAL ANALYSIS:

There are sufficient funds in the adopted 2006/07 Capital Improvement Budget with reimbursable Metro (MTA) Grant funds and State Gas Tax funds to pay for the design cost.

ATTACHMENT:

- A. Summary of Project Scope of Work
- B. Location Map of 12 Signalized Locations Within the Fox Hills Area

MOTION:

That the City Council:

- 1) Authorize entering into a professional services agreement with Katz, Okitsu and Associates for Traffic Engineering Services, related to Fox Hills Area Traffic Signal Interconnect and Upgrade Effort P-852, for a not-to-exceed fee of \$142,000; and
- 2) Direct the City Attorney to prepare the necessary documents and authorize the City Manager to execute the documents.