APPROVE AMENDMENT TO PROFESSIONAL SERVICES MASTER CONTRACT WITH SIEGFRIED ENGINEERING, INC. FOR DESIGN OF THE SWAIN ROAD AND MONTAUBAN AVENUE ROUNDBOOUT INSTALLATION (PROJECT NO. 13-15/FEDERAL PROJECT NO. CML-5008(129))

RECOMMENDATION

It is recommended that the City Council approve a motion authorizing the City Manager to execute an Amendment to Professional Services Master Contract with Siegfried Engineering, Inc., in the amount of $89,888, for design of the Swain Road and Montauban Avenue Roundabout Installation (Project No. 13-15/Federal Project No. CML-5008 (129)). It is further recommended that the motion authorize the City Manager to take appropriate actions to carry out the purpose and intent of this motion.

Summary

The project will convert the existing four-way stop sign controlled intersection to a roundabout at Swain Road and Montauban Avenue. The project includes: upgrading corner improvements to bring the intersection up to Americans with Disabilities Act (ADA) standards for wheelchair accessibility, installation of fiber optic cable for a Pan-Tilt-Zoom camera, and installation of signs and striping. No right-of-way acquisition is required for this project. These upgrades will result in improved traffic safety, operations, and air quality, while reducing delays.

A federal grant has been awarded through the Congestion Mitigation and Air Quality (CMAQ) program for the design and construction of the project. The design phase is funded 100 percent by the CMAQ grant.

The proposed motion will amend the Professional Services Master Contract with Siegfried Engineering, Inc., of Stockton, CA, in the amount of $89,888, for design services. It is anticipated that the design and environmental clearance for this project will be completed by the first quarter of 2015.

DISCUSSION

Background

Swain Road and Montauban Avenue are two important street corridors in north Stockton. Swain Road is an east-west, two-lane major collector, and Montauban Avenue is a north-south, four-lane major collector. The Swain Road and Montauban Avenue intersection is presently four-way stop controlled and carries 13,900 Average Daily Trips, with smaller vehicles being the primary users. There is an existing San Joaquin Regional Transit District bus route that travels on Montauban Avenue.
Capacity, mobility, and safety are top concerns at the Swain Road/Montauban Avenue intersection. In 2010, the residential neighborhood adjacent to the Swain Road/Montauban Avenue intersection submitted a request to be included in the City's Neighborhood Traffic Management Program. The neighborhood noted specific traffic and pedestrian issues at the intersection and suggested a traffic circle as a possible solution. A review of the intersection confirmed that the installation of a roundabout could mitigate and/or reduce traffic issues and risks to pedestrians. The intersection meets the warrants for signalization, and is on the City's signal priority list; however, the location is better suited for a roundabout, due to traffic volumes and the existing street width.

A roundabout is a traffic control measure (similar to a traffic circle, but with a larger diameter) that efficiently channels and directs drivers through and around an intersection without making a complete stop. Speeds are controlled by the geometric design of the roundabout, requiring motorists to slow down in order to safely maneuver through the intersection. Delays at the intersection (compared to a signal or stop sign control) are considerably reduced, and vehicle emissions and noise impacts are also reduced. The Federal Highway Administration estimates that roundabouts reduce crashes by 35 percent, and reduce injury crashes by 76 percent. Pedestrian safety is also increased with shorter crosswalk distances, medians adjacent to crosswalks offering protection, lane markings, and signage.

The CMAQ program was established by the 1991 federal Intermodal Surface Transportation Efficiency Act and re-authorized by the Transportation Equity Act for the 21st Century. CMAQ funds are available for transportation projects and programs that contribute to the attainment or maintenance of National Ambient Air Quality Standards. On March 13, 2012, Council authorized staff to submit six CMAQ grant applications for funding consideration (Motion No. 2012-03-13-1305). All six applications were funded, including a project to install a roundabout at the intersection of Swain Road and Montauban Avenue (Attachment A - Vicinity Map). The Swain Road/Montauban Avenue project was estimated to cost $688,000. The total CMAQ funding granted to the project was $609,086 and required an 11.47 percent local match in the amount of $78,914. The project was included in the 2013-18 Capital Improvement Program budget.

The project will convert the existing four-way stop sign controlled intersection to a roundabout, including upgrading the intersection to ADA standards; installing fiber optic cabling and a camera linked to the City’s Traffic Management Center; and installing new lighting, signs, and striping. No right-of-way acquisition is required for this project. These upgrades will result in improved traffic safety, operations, and air quality, while reducing delays.

Caltrans administers CMAQ funds, and local agencies must request authorization from Caltrans before starting work on any project phase. Staff received authorization to proceed with design from Caltrans in July 2013. Staff subsequently performed field reviews and compiled information needed to issue a Request for Proposals from qualified consultants.

Present Situation

On July 13, 2010 (Resolution No. 10-0242), Council approved Professional Services Master Contracts for design, geotechnical, testing, plan review, and survey services with a variety of firms which make up a “Vendor Pool List”. The contracts last for a period of five years, and are set to
expire on June 30, 2015. Firms provide services as needed to accommodate the City’s aggressive project delivery schedules. The scope of services and fees are negotiated on a project specific basis. If the negotiated fee for a particular project exceeds Charter limits, a contract amendment is submitted to Council for consideration.

Staff requested proposals for design services from the eight engineering firms on the vendor pool list that are qualified to provide the specialized traffic engineering design services for this project. The eight firms were: TJKM Transportation Consultants (Pleasanton), Mark Thomas and Company, Inc. (Sacramento), Fehr & Peers (Walnut Creek), Siegfried Engineering, Inc. (Stockton), Harris and Associates (Tracy), Kjeldsen, Sinnock & Neudeck, Inc. (Stockton), Quincy Engineering, Inc. (Rancho Cordova), and Psomas (Roseville). Four of the firms, TJKM Transportation Consultants, Fehr & Peers, Harris and Associates, and Psomas, did not submit a proposal.

A Selection Committee comprised of Public Works’ staff reviewed and ranked all submitted proposals based on a number of weighted factors, such as: relevant project experience, project staff expertise, project work plan and management approach, and ability to meet schedule and budget commitments. Siegfried Engineering, Inc. was the highest ranked firm and was selected to provide design services for the project. In accordance with federal procedures for selecting a consultant, consultants submit a separate envelope containing their fee proposal for the project. The Selection Committee only opens the fee envelope for the consultant selected for the project. If a satisfactory fee cannot be negotiated, the fee for the second most qualified consultant can be opened.

Subsequent to selecting Siegfried Engineering, Inc., staff opened their sealed Cost Proposal and negotiated a fee of $89,888. The project fee includes extensive effort for preparation of the environmental document and for public outreach, resulting in a fee that is approximately 20 percent of the estimated construction cost. Staff believes this fee is reasonable based on the extensive effort required to design and environmentally clear this project.

Since the project is funded with federal transportation dollars, Disadvantaged Business Enterprise (DBE) program rules apply. DBE rules require that the consultants either meet a calculated project specific DBE participation goal, or undertake and document good faith efforts to do so. Failure to meet the goal or make adequate good faith efforts are grounds for rejecting a consultant’s proposal. By definition, a DBE is a socially and economically disadvantaged small business owned by a woman or by a specified ethnic group that has been properly certified by Caltrans. These groups include:

- African American
- Asian Pacific American
- Native American
- Women
- Hispanic American
- Subcontinent Asian American

The calculated DBE goal for the Swain Road and Montauban Avenue Roundabout Installation project is 4.01 percent. The goal was calculated by examining the breakdown of the types of work to be performed, and the availability of certified DBE companies in our market area to perform the work. Siegfried Engineering, Inc. has exceeded the DBE goal of 4.01 percent with their proposed DBE participation of 4.44 percent. Staff recommends Council approve a motion authorizing the City
Manager to execute an Amendment to Professional Services Master Contract with Siegfried Engineering, Inc., in amount of $89,888, for design of the Swain Road and Montauban Avenue Roundabout Installation (Attachment B). It is anticipated that the design and environmental clearance for this project will be completed by spring 2016.

FINANCIAL SUMMARY

This project is funded by Account No. 308-3020-640 (PW1315), Montauban/Swain Roundabout. A total of $131,500 was appropriated by Council as part of the approved 2013-2018 Capital Improvement Program, which includes $116,417 of federal CMAQ funds, and a local match of $15,083 from PFF - Air Quality. However, an amendment to the grant application shifted the local match from design phase to the construction phase. The amount of $131,500 for the design phase is now 100 percent federally funded. Therefore, adjustments are needed as follows:

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The City Manager is authorized to award the design contract and to record any financial transactions necessary to accomplish the purpose and intent of the motion. There are sufficient funds to award the recommended $89,888 design contract to Siegfried Engineering, Inc. Additional available funding will be used for contingencies, change orders, and staff costs.

There is no impact to the City’s General Fund or to any other unrestricted fund as a result of taking the recommended actions.

Attachment A - Vicinity Map
Attachment B - Amendment to Professional Services Master Contract with Siegfried Engineering, Inc.