

AGENDA REPORT

Resolution: Authorization for the Executive Director to Execute a First Supplemental Agreement with Kimley-Horn and Associates, Inc. to Extend the Contract Term to December 31, 2022 and Increase the Total Contract Amount to a Total Not-To -Exceed Amount of \$390,000 for Professional Consulting Services to Support the Freight Intelligent Transportation Systems Projects. **(Engineering)**

MEETING DATE: 6/13/2019

AMOUNT: \$294,500 (One-Time)
Capital Expenditure

PARTIES INVOLVED: Kimley-Horn and Associates, Inc, Raleigh/NC,
Randy Durrenberger, PE, Principal

SUBMITTED BY: Robert Andrews, Interim Director of Engineering/Chief
Engineer

APPROVED BY: J. Christopher Lytle, Executive Director

ACTION TYPE: Resolution

EXECUTIVE SUMMARY

This Agenda Report seeks authorization for the Executive Director to execute a first supplemental agreement with Kimley-Horn and Associates, Inc. to extend the contract term of its existing contract from December 31, 2020 to December 31, 2022 and increase the total contract amount by \$294,500 to a total not-to-exceed amount of \$390,000 for professional consulting services in support of the Freight Intelligent Transportation Systems (“FITS”) projects. This action will provide consultant technical support for the FITS projects through the project construction phase.

BACKGROUND

On July 26, 2018, Kimley-Horn and Associates, Inc. (“Kimley-Horn”) entered into a Professional Services Agreement with the Port of Oakland (“Port”) to provide professional consulting services for the FITS projects. FITS consist of fifteen (15) demonstration information technology projects and are part of the larger GoPort Project. See Table 1 below for a summary of the FITS projects.

The Alameda County Transportation Commission (“Alameda CTC”) has secured \$6.6 million in funding for the design and \$22.2 million in funding for the construction for all fifteen FITS improvements. Additionally, the Port has secured approximately \$1.8 million in grant funding towards the construction of the two FITS projects related to

security - the Radio Frequency Identification Device (“RFID”) Readers and the Joint Traffic Management Center/Emergency Operations Center (“TMC/EOC”). While Alameda CTC is responsible for the design of all 15 projects, it is only responsible for constructing 13 of the 15 improvements. The Port will be responsible for constructing the two security improvements due to its grant obligations. The above funding mentioned does not cover Port staff labor or Port consultant support costs during design or construction.

On January 25, 2018 the Port of Oakland Board of Commissioners (“Board”) approved a capital budget of \$727,500 to support the implementation of the RFID Readers and Joint TMC/EOC projects. On February 14, 2019, the Board further approved a capital project budget in the amount of \$2,100,000 to fund Port labor and consultant support costs for the remaining thirteen (13) demonstration projects associated with the GoPort FITS Program. Of the \$2.1M, \$500,000 was for Preliminary Engineering, Planning, Specification, and Estimate (“PE/PS&E”) work and the remaining \$1.6M was programmed for Construction and System Testing.

Table 1: GoPort FITS Projects Summary

	PROJECT NAME	DESCRIPTION
1	RFID Readers (Port will deliver)	Installation of RFID readers on all marine terminal in-gate and out-gate complexes. Data will be used for 1) security purposes and 2) to gather and publicly display aggregate turn time information.
2	Joint TMC/EOC (Port will deliver)	Modify and upgrade existing Joint TMC/EOC. The center is physically located at the Port's 24/7 security operations center (Harbor Facilities Complex). TMC/EOC is used to monitor traffic, security surveillance, and coordinate with outside agencies during emergency and non-emergency events.
3	Fiber Communication	Utilization of existing Port fiber network and installation of new fiber to provide complete fiber network to support the installation of new cameras and to support future FITS-related initiatives (e.g. WiFi, V2I, etc.).
4	CCTV Cameras Upgrade to HD	Upgrade of existing Security System cameras throughout Port Maritime area to High Definition Pan-Tilt-Zoom Cameras.
5	Queue Detection	Install sensors to detect truck queues that form for those awaiting access to marine terminal truck gates.
6	Advanced Traffic Management System (“ATMS”)	Traffic management software that connects to field devices (signals, cameras, message sign boards, etc..

7	Changeable Message Signs (“CMS”)	Roadside and/or overhead messages sign boards that communicate Port Area information (traffic information, emergency information, terminal wait and turn times, etc.).
8	GoPort Freight ITS Information	A multi-platform, Port of Oakland - specific application that integrates and displays Port and Port Marine Terminal information from various information sources.
9	WiFi Communication	Provides back-up communication to fiber network, addresses cellular dead spots, provides truckers access to internet-based systems necessary required to do business in the Port (e.g. eModal, Trucker Web Cams, GoPort Application, DrayQ, etc.).
10	Adaptive Signal System	Adaptive traffic signals that adapt sequences based on traffic flows. Controls of the signals can also be managed directly from the Traffic Management Center.
11	Supplemental Vehicle Detection	Installation of radar-based system to supplement traffic detection sensors and provide traffic speed information.
12	C2C Communication	Dedicated communications (for traffic and/or emergency incidents) with public sector entities (Caltrans, City of Oakland, etc.).
13	Advanced Train Detection System	Install sensors that detect if trains are in rail crossings. Information from these sensors will be sent to traffic signals, message sign boards, and the Port's mobile application to redirect traffic away from occupied rail crossings.
14	Weigh-in-Motion Technology	Installation of Weigh in Motion station for truckers to validate weight of pulled load. Eventually, it is envisioned that the data is transmitted to weigh stations so trucks can avoid stopping if load weights have been verified.
15	Smart Parking System	Installation of detection technology and information systems to provide information on Port truck parking availability.

ANALYSIS

Kimley-Horn currently provides technical support for the FITS projects through a contract that was approved by the Executive Director under the Board’s Authority in July 2018. The firm was selected due to its extensive understanding of the Port’s security fiber network, IT systems, and marine operations, as well as their past work on similar Port projects. Kimley-Horn’s current scope is limited to providing technical support through the design phase for all 15 FITS projects and providing technical support

through the construction phase for only the Port-delivered RFID Readers and Joint TMC/EOC projects. Construction support under the current contract was limited to only the two (2) Port-delivered projects because there was uncertainty of when construction would begin on the thirteen (13) ACTC delivered FITS projects. In addition, the project scope and level of effort to provide construction support for the 13 ACTC-delivered projects was unknown when the Kimley-Horn contract was initially executed.

The design of the 13 ACTC-led FITS projects is now complete and ACTC is scheduled to commence construction within in the next several months. The full scope of services needed to provide continuing technical support through the construction period of the 13 ACTC-led projects is now known.

Staff therefore recommend approval of a first supplemental agreement with Kimley-Horn to extend its existing contract to December 31, 2022 and increase the contract amount to a total not to exceed amount of \$390,000 in order to provide construction support for the 13 ACTC-delivered projects, as well as the two Port-delivered projects.

BUDGET & STAFFING

The requested action to extend the term of the existing contract and increase the current contract amount of \$95,500 by \$294,500 for a total not-to -exceed maximum contract amount of \$390,000 does not impact project budget (See Table 2). It would be funded from the approved budget for construction.

This action has no staffing impact.

MARITIME AVIATION PROJECT LABOR AGREEMENT (MAPLA)

This contract is for professional services that do not include construction testing and inspection and the provisions of the Port of Oakland Maritime and Aviation Project Labor Agreement (MAPLA) do not apply to this work.

STRATEGIC PLAN

The action described herein would help the Port achieve the following goals and objectives in the Port's Strategic Business Plan (2018-2022).

<https://www.portoakland.com/wp-content/uploads/Port-of-Oakland-Strategic-Plan.pdf>

- Improve Customer Service
- Modernize and Maintain Infrastructure

LIVING WAGE

Living wage requirements, in accordance with the Port's Rules and Regulations for the Implementation and Enforcement of the Port of Oakland Living Wage Requirements, do not apply to these actions because the consultants will employ fewer than 21 employees working on Port-related work. However, the consultants will be required to certify that should living wage obligations become applicable, the consultants shall comply with the Living Wage Regulations.

SUSTAINABILITY

Port staff have reviewed the Port's 2000 Sustainability Policy and did not complete the Sustainability Opportunities Assessment Form. There are no sustainability opportunities related to this proposed action because it does not involve a development project, purchasing of equipment, or operations that presents sustainability opportunities.

ENVIRONMENTAL

The Board determined, by Resolution No. 19-07, dated February 14, 2019, that CEQA review of the implementation and maintenance of the FITS Projects was addressed by the 2002 Oakland Army Base Area Redevelopment Plan EIR. The FITS Projects do not trigger any of the conditions set forth in Section 15162 of the CEQA Guidelines, therefore no additional environmental review is required.

GENERAL PLAN

This action does not change the use of any existing facility, make alterations to an existing facility, or create a new facility; therefore, a General Plan conformity determination pursuant to Section 727 of the City of Oakland Charter is not required.

OWNER-CONTROLLED INSURANCE PROGRAM (OCIP)

Professional service agreements are not subject to the Port's Owner Controlled Insurance Program (OCIP) as professional services are not construction activities.

OPTIONS

1. Approve a resolution authorizing the Executive Director to enter into a first supplemental agreement with Kimley-Horn and Associates, Inc. to extend the existing contract to December 31, 2022 and increase the total contract to a total not-to-exceed amount of \$390,000 for professional consulting services to support the Freight Intelligent Transportation Systems (“FITS”) Projects. This allows for uninterrupted support on all FITS projects through the construction phase. This is the recommended action.
2. Do not approve the requested action and direct staff to supplement the construction phase support utilizing other contracting methods. This will likely cause a delay of 6 to 8 months.

RECOMMENDATION

Adopt a resolution authorizing the Executive Director to enter into a first supplemental agreement with Kimley-Horn and Associates, Inc. to extend the existing contract to December 31, 2022 and increase the total contract amount to a total not-to-exceed amount of \$390,000 for professional consulting services to support the Freight Intelligent Transportation Systems (“FITS”) Projects.