

Agenda Report

March 21, 2011

TO: Honorable Mayor and City Council

FROM: Department of Transportation

SUBJECT: CONTRACT AWARD TO DKS ASSOCIATES TO PROVIDE PROFESSIONAL CONSULTING SERVICES TO “DEVELOP AN IMPLEMENTATION AND PROCUREMENT PLAN FOR A PILOT ADAPTIVE TRAFFIC CONTROL SYSTEM (ATCS) FOR THE SOUTH FAIR OAKS AVENUE CORRIDOR.”

RECOMMENDATION:

It is recommended that the City Council:

1. Find that, the project proposed herein was found to be categorically exempt under the California Environmental Quality Act (CEQA) Guidelines Title 14, Chapter 3, Section 15301 Existing Facilities; and
2. Authorize the City Manager to enter into a contract with DKS Associates for professional consulting and full design services to “Develop an Implementation and Procurement Plan for a Pilot Adaptive Traffic Control System (ATCS) for the South Fair Oaks Avenue Corridor” in an amount not to exceed \$281,200.

BACKGROUND:

Adaptive Traffic Control Systems (ATCS) represent the next generation in traffic control technology and provide for autonomous traffic signal synchronization adjustments based on actual traffic demand. An ATCS can detect changes in traffic caused by unplanned incidents (construction, collisions, train preemptions) and adjust signal synchronization to alleviate congestion, reduce system delays, and emissions.

The implementation of a pilot ATCS was one of the recommended but unfunded projects identified in the 2004 Traffic Control and Monitoring Systems Intelligent Transportation Systems (ITS) Project – Conceptual Design Strategy Report (the ITS component of HR5394, the Rogan Bill). The ITS component provided the construction and installation of Intelligent Transportation Systems (ITS) technology and various degrees of smart signals along major corridors throughout the City that are directly impacted by the SR 710 freeway gap. In the 2007 Metro Call for projects, the City received an additional \$3.1 million grant that included this pilot ATCS. This larger project is Capital Improvement Project No. 75910, Intelligent Transportation System (ITS) Master Plan Phase 2 in the 2011-2015 CIP.

The South Fair Oaks Avenue Corridor was chosen as the pilot corridor because it serves as a critical link that carries a significant traffic load in the absence of the SR 710 freeway connection. It connects the Arroyo Seco freeway (SR 110) located at the southerly limit of the City to the end of the SR 710 freeway at Del Mar and California Boulevards and to the Foothill Freeway (SR 210 and SR 134) to the north. Its proximity to the Metro Gold Line makes its three major east-west crossings at Del Mar Boulevard, California Boulevard and Glenarm Street susceptible to traffic surges that often disrupt its normal north-south signal coordination. Further, there are future plans for installation of the emergency vehicle preemption and transit priority systems that could add challenges to signal synchronization along south Fair Oaks Avenue.

The following are the main tasks under this project:

- Data Collection and Technical Review of available ATC systems;
- Micro-Simulation of Study area for baseline conditions;
- Development of system requirements, and preparation of RFP for the ATCS procurement;
- Post-ATCS selection work that includes micro-simulation of the selected ATC system, system integration support, documentation and training; and an analysis to determine the incremental value of the ATCS for enhancing intersection capacity.

On November 17, 2010, a Request for Proposal (RFP) for this project was released to prospective consultants. During this process, two addendums were issued to this RFP that provided additional information and further clarification to existing requirements in the RFP. There was a pre-proposal meeting held on December 27, 2010. Proposals were received from seven consulting firms (see Attachment A).

Based on review of the selection criterion, DKS Associates was awarded the highest score. The firm provided the best approach in their proposal, has the most extensive relevant experience, and has a local presence in the City of Pasadena. It is recommended that DKS Associates be awarded the contract.

COUNCIL POLICY CONSIDERATION:

This project supports the City Council strategic goal to improve, maintain and enhance public facilities and infrastructure and to improve mobility and accessibility throughout the City. Further, the benefits rendered by successful completion of this project are consistent with goals set forth in the Mobility Element of the General Plan and the Department's mission statement.

ENVIRONMENTAL ANALYSIS:

The proposed project to authorize professional consulting services to develop a pilot Adaptive Traffic Control Systems (ATCS) has been reviewed for compliance with the California Environmental Quality Act (CEQA). The project is exempt per the CEQA Guidelines Section 15301 Existing Facilities. This exemption includes the permitting, leasing, licensing, operation etc. of existing facilities involving negligible or no expansion of the use beyond that previously existing. The development and implementation of the ATCS will enable signal synchronization at existing locations to alleviate congestion, reduce system delays, and emissions. There will be no expansion of the roadway or change in street layout. The proposal is an electronic system to better monitor and synchronize existing roadways.

FISCAL IMPACT:

The total compensation under this contract will be an amount not to exceed \$281,200 corresponding to \$255,582 as base contract and \$25,618 set aside for contingencies (9%). There are sufficient funds available for this contract award in CIP Budget Account Number 8114-301-773100-85-75910 under the City's CIP for 2011-2015.

Respectfully submitted,



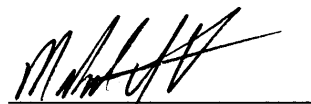
FREDERICK C. DOCK
Director
Department of Transportation

Prepared by:



Norman Baculinao
Traffic Engineering Manager

Approved by:



MICHAEL J. BECK
City Manager

ATTACHMENT A

Proposal Evaluation Summary - PILOT ATCS RFP

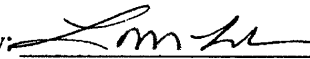
Rank	Firm	Project Understanding	Staffing of Project/Ability to Perform	Related Experience	Total Project Cost	Local Pasadena Business	Small/Micro Business	Total Score
1.	DKS & Associates 1055 East Colorado Boulevard, 5th Floor Pasadena, CA 91106	34.1	18.5	19.0	15.0	5.0	0.0	91.6
2.	Advantec Consulting Engineers 21700 East Copley Drive, Suite 350 Diamond Bar, CA 91765	32.5	17.0	16.5	9.0	0.0	5.0	80.0
3.	HDR Inc. 251 South Lake Avenue, Suite 1000 Pasadena, CA 91101	30.6	17.0	15.0	11.7	5.0	0.0	79.3
4.	KOA Corporation 1120 West La Veta Avenue, Suite 660 Orange, CA 92868	32.8	17.5	16.0	8.8	0.0	0.0	75.1
5.	Minagar & Associates 18662 McArthur Boulevard, Suite 435 Airport Business Center Irvine, CA 92612	23.6	15.5	13.0	11.3	0.0	5.0	68.4
6.	URS Corporation 2020 East First Street, Suite 400 Santa Ana, CA 92705	26.3	15.0	12.5	14.6	0.0	0.0	68.4
7.	Fehr & Peers 201 Santa Monica Boulevard, Suite 500 Santa Monica, CA 90401	26.3	15.5	12.5	9.7	0.0	0.0	64.0

**Disclosure Pursuant to the
City of Pasadena Taxpayer Protection Amendment
Pasadena City Charter, Article XVII**

Contractor/Organization hereby discloses its trustees, directors, partners, officers, and those with more than 10% equity, participation, or revenue interest in Contractor/Organization, as follows:

(If printing, please print legibly. Use additional sheets as necessary.)

1. Contractor/Organization Name: <u>DKS Associates</u>
2. Type of Entity: <u>C - Corporation</u> <input type="checkbox"/> non-government <input type="checkbox"/> nonprofit 501(c)(3), (4), or (6)
3. Name(s) of trustees, directors, partners, officers of Contractor/Organization: <u>*</u>
4. Names of those with more than a 10% equity, participation or revenue interest in Contractor/Organization: <u>DKS Associates Employee Stock Ownership Plan</u>

Prepared by: 
Lisa M. London

Title: Contractor

Phone: 510-763-2001

Date: 1/17/11

* Ransford S. McGurt - President
Peter L. Coffey - Vice - President
John P. Long - Vice - President
Jimmy T. Wentzel - Vice - President
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