



# Agenda Report

June 6, 2016

**TO:** Honorable Mayor and City Council

**FROM:** Department of Transportation

**SUBJECT: AUTHORIZE THE INTERIM CITY MANAGER TO EXECUTE A CONTRACT WITH TRANSCORE, LLC FOR \$198,289 FOR THE EXPANSION THE SYDNEY COORDINATED ADAPTIVE TRAFFIC CONTROL SYSTEM (SCATS) ALONG CORRIDORS ADJACENT TO THE METRO GOLD LINE**

## **RECOMMENDATION:**

It is recommended that the City Council:

1. Find that the following proposed actions are exempt from review pursuant to the California Environmental Quality Act ("CEQA"), pursuant to State CEQA Guidelines Section 15061 (b) (3) (General Rule);
2. Authorize the Interim City Manager to enter into a contract, without competitive bidding pursuant to City Charter Section 1002(F), contracts for professional or unique services, with Transcore, LLC for the expansion of the Sydney Coordinated Adaptive Traffic System (SCATS) (as part of the Metro Gold Line At-Grade Crossing Mobility Enhancement Project (75517) under City Agreement 19,810-4) for an amount not to exceed \$198,289, which includes the base contract amount of \$180,263 and a contingency of \$18,026 to provide for any necessary change orders; and
3. It is further recommended that the City Council grant the proposed contract an exemption from the Competitive Selection process pursuant to Pasadena Municipal Code Section 4.08.049B, contracts for which the City's best interests are served.

## **BACKGROUND:**

In 2013, the Los Angeles County Metropolitan Transportation Authority (LACMTA) Board of Directors approved funding for the Metro Gold Line At-Grade Crossing Mobility

Enhancement Project, and in 2014 a Letter of Agreement (LOA) between the City and LACMTA was executed to authorize funds for the City to initiate the project. This MOU is recorded as City of Pasadena Agreement No. 21,703.

A major component of this project is the implementation of an Adaptive Traffic Control System along the following major corridors adjacent to the at-grade crossings on the Metro Gold Line: Raymond Avenue, Arroyo Parkway and Marengo Avenue.

In 2013, as part of a separate project (ITS Phase II), the City issued an RFP and subsequently selected the SCATS for a pilot implementation at fourteen intersections along Fair Oaks Avenue. The SCATS system has been operational for three years, and has significantly reduced travel time and motorist delays along Fair Oaks Avenue between Walnut Street and Glenarm Street. The functional requirements for the pilot adaptive system included the need for the system to handle advance features such as light rail transit preemption, with the anticipation that the system would be expanded to Raymond Avenue, Arroyo Parkway and Marengo Avenue, to further reduce delays for motorists crossing the Metro Gold Line at-grade crossings of Glenarm Street, California Boulevard, and Del Mar Boulevard. The contract with Transcore, LLC for the 2013 deployment of SCATS was \$380,893.00. This contract has been completed and there are no current contracts with Transcore, LLC.

In March 2016, the City completed construction of the Traffic Operation Improvement Project (75711), which installed additional Flashing Yellow Arrow Protected Permissive Left Turn indications along Raymond Avenue, Marengo Avenue, and Fair Oaks Avenue, where they cross Del Mar Boulevard and California Boulevard.

With the completion of the Traffic Operation Improvement Project, the City can now move forward with the Metro Gold Line At-Grade Crossing Mobility Enhancement Project and expand the SCATS adaptive traffic control system. This current project will expand SCATS to twelve additional intersections along Raymond Avenue, Arroyo Parkway and Marengo Avenue. This current Council request provides for the central software license for the additional intersections, the system set-up and central software modifications required to implement an adaptive traffic control system along the three expansion corridors. Field hardware and activation of the SCATS system will occur as a separate procurement consistent with the City's Competitive Bidding process.

The expansion of SCATS to intersections adjacent to the Metro Gold Line at-grade crossings allows for adaptive traffic signal coordination along a grid system, for both east/west streets crossings the tracks, and north/south streets parallel with the tracks. Introducing a separate adaptive traffic control system (from a different vendor) adjacent to the Fair Oaks Ave corridor, which is currently running on SCATS, would limit the effectiveness of the east/west coordination, as the two systems would not be able to efficiently provide cross coordination. The SCATS system has been tested through the Fair Oaks Avenue pilot project to manage the fluctuating demands through the intersections along Fair Oaks Ave, and expansion of the system to the intersections adjacent to the Metro Gold Line Project will allow for reduced delay along these corridors.

**COUNCIL POLICY CONSIDERATION:**

This project is consistent with General Plan Mobility Element Policy 1.10; continuously evaluate the operation of the City's transportation system to manage the speed of travel at or below the speed limit, manage queues at intersections and develop improvements to increase safety of all transportation services. In addition, this project is consistent with General Plan Mobility Element Policy 1.12; Apply traffic management measures to manage vehicular speeds as a function of designated street type to ensure safe and orderly movement of all modes of travel. 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 City's Environmental Administrator has determined the project is categorically exempt under the California Environmental Quality Act ("CEQA") Guidelines in Section 15061 (b) (3), the General Rule. The proposed action is to expand the SCATS central software to intersections that are currently connected to a different central software. The activity is covered by the general rule that CEQA only applies to projects that have a potential for causing a significant effect on the environment. A Notice of Exemption for the project will be filed with the Los Angeles County Clerk before the end of this month, as required. In addition, there are no changed circumstances or new information which would require further environmental review.

**FISCAL IMPACT:**

The contract to be awarded to Transcore, LLC for the expansion of the SCATS Adaptive Traffic Control System, is for an amount not to exceed \$198,289 (which includes a 10% contingency). Funding for this contract is available in the Metro Gold Line At-Grade Crossing Mobility Enhancement Project (75517) that has a current balance of \$1,108,449. The following table shows the original source of funds for the project:

<b>Funding Source</b>	<b>Amount</b>
MTA Grant Reimbursement	\$1,356,293
Gold Line Surplus Funds (local match)	\$339,073
<b>Total</b>	<b>\$1,695,366</b>

The following table presents a project budget summary.

Base Contract Amount	\$180,263
Contingency	\$ 18,026
<b>Subtotal Contract Award</b>	<b>\$198,289</b>
Contract Administration and Implementation	\$ 10,000
<b>Total Project Cost</b>	<b>\$208,289</b>

It is anticipated that the entire amount will be spent during FY 2017. The Contract Administration and Implementation encompass staffing efforts provided by Department of Transportation Traffic Management Center staff. The total \$10,000 cost for contract management and implementation has been accounted for as part of the recommended FY 2017 Proposed Budget in the Department of Transportation's operating budget.

Respectfully submitted,



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