



# Agenda Report

June 10, 2019

**TO:** Honorable Mayor and City Council

**FROM:** Department of Transportation

**SUBJECT: CONTRACT AWARD TO ITERIS, INC. FOR CONSULTANT SERVICES TO PREPARE PLANS, SPECIFICATIONS, AND ESTIMATES FOR PASADENA TRANSIT, TRANSIT SIGNAL PRIORITY (TSP) PROJECT**

## **RECOMMENDATION:**

It is recommended that the City Council:

1. Find that the Pasadena Transit, Transit Signal Priority Project is exempt from review pursuant to the CEQA, pursuant to State CEQA Guidelines Section 15301, Existing Facilities, and identified as an activity listed in 23 CFR 771.117(c)(21).;
2. Authorize the City Manager to enter into a contract, as the result of a competitive selection process, as specified by Section 4.08.047 of the Pasadena Municipal Code, with Iteris, Inc. for consultant services to prepare plans, specifications, and estimates (PS&E) for Pasadena Transit, transit signal priority (TSP) project (CIP Project No. 75094) in an amount not to exceed \$164,995 which includes the base contract amount of \$149,995 and a contingency of \$15,000 to provide for any necessary change orders.

## **BACKGROUND:**

The City applied for funds through the Los Angeles County Metropolitan Transportation Authority (Metro) for the implementation of the Pasadena Transit, Transit Signal Priority Project (CIP Project No. 75094). As a result of this application, the City was awarded \$1,157,647 in reimbursable funds.

The project will provide the design for transit signal priority for Pasadena Transit along routes with the highest ridership and complement the existing transit signal priority installed in Pasadena for the Metro Rapid Bus and Foothill Transit system. The project includes upgrading 29 buses and 42 intersections to accommodate transit signal priority. Intersection improvements include installation of new traffic signal controllers, installation of transit signal priority intersection hardware, associated communication

devices, signal timing updates, software and firmware updates as needed, and other associated upgrades in order to make the system functional. The project corridors are:

- Lake Avenue between California Boulevard and Rio Grande Street
- California Boulevard between Arroyo Parkway and Lake Avenue
- Arroyo Parkway between California Boulevard and Glenarm Street
- Raymond Avenue between Glenarm Street and Walnut Street
- Foothill Boulevard between Altadena Drive and Halstead Street

In addition, the project will provide for the design of three (3) closed circuit television (CCTV) cameras, including associated poles and hardware, at critical locations to monitor the transit corridors and adjust signal timing as needed. Nine traffic signal controller cabinets will also be upgraded to the current City specifications to allow transit signal priority functionality.

The Pasadena Transit fixed route fleet of 29 buses will be designed to be equipped with hardware to allow for signal priority as well as associated vehicle firmware upgrades and any associated components to make the system functional. The Pasadena Transit, Transit Vehicle Arrival Information System central software will also be upgraded to allow for transit system priority functionality.

This contract is only for the design portion of the transit signal priority project, and is scheduled to be completed by the end of FY 2020.

#### **CONSULTANT SELECTION:**

The City released a Request for Proposal (RFP) on Planetbids for consultant services to prepare plans, specifications, and estimates for Pasadena Transit, Transit Signal Priority Project on March 28, 2019 with a due date of April 25, 2019.

The Planetbids site indicated that 52 proposals were downloaded, however only one proposal was submitted. Out of the 52 download, a total of five were from local businesses located in the City of Pasadena. The single proposal submitted was submitted by Iteris, Inc. The evaluation panel consisted of representatives from the Transportation and Public Works Departments. The panel was comprised of two transportation engineers, one public works engineer, and one transit planner. The proposal was reviewed for compliance with the evaluation criteria outlined in the RFP. Only one proposal was received, staff reached out to prospective bidders to obtain input on why they did not submit proposals. The general response received was that they did not submit a proposal because they were concerned the project budget was too low for the scope of work.

The proposed contract fully complies with the City's Competitive Selection process. The contract with Iteris, Inc. for the design of the traffic signal priority will be for an amount not-to-exceed \$164,994. The contract amount includes all the cost for the

attendance at project meetings, preparation of project reports, submittal of all project deliverables (plans, specifications, and construction estimates), and a contract contingency of \$15,000.

Iteris, Inc. has successfully conducted business with the City in the past and have always fulfilled their contractual commitments. Iteris, Inc. is currently providing TMC staffing services for all major events in the City. The TMC staffing services contract is a 3-year contract in the amount of \$400,292. Iteris, Inc. also has a current contract for a traffic signal synchronization project (\$122,705) and a current purchase order (\$74,995) to provide data services for travel time monitoring utilizing the Iteris Performance Measurement System software (iPeMS).

### **COUNCIL POLICY CONSIDERATION:**

The Pasadena Transit, Transit Signal Priority Project supports the General Plan guiding principle that Pasadena will be a city where people can circulate without cars. The program will directly assist the Department of Transportation in implementing the following objectives of the Mobility Element:

- Enhance Livability
- Encourage walking, biking, transit and other alternatives to motor vehicles

Specifically, this project addresses the following policy of the Mobility Element:

- Policy 1.24 Ensure predictable transit travel times by providing traffic signal system priority measures.

### **ENVIRONMENTAL ANALYSIS:**

The Pasadena Transit, Transit Signal Priority Project is exempt from review pursuant to the CEQA, pursuant to State CEQA Guidelines Section 15301, Existing Facilities, and identified as an activity listed in 23 CFR 771.117(c)(21).

### **FISCAL IMPACT:**

The total compensation under this contract will be an amount not to exceed \$164,995 corresponding to \$149,995 as base contract and \$15,000 set aside as a contingency (approximately 10 percent) for any unforeseen project costs. The contract administration and staff time cost for project implementation and design review is \$30,000 and has been programmed in the Capital Improvement Program budget.

It is anticipated that the entire amount will be spent during fiscal years 2020-2021.

The following table presents a contract summary.

Base Contract Amount: FY 2020/FY2021	\$149,995
Contingency	\$ 15,000
<b>Subtotal</b>	<b>\$164,995</b>
Contract Administration Implementation	\$ 30,000
<b>Total Fiscal Impact</b>	<b>\$194,995</b>

Existing budget appropriation for this contract award and associated project management is available in the Capital Improvement Program budget for the Implementation of Bus Signal Priority System on Pasadena Transit Buses (75094).

Respectfully submitted,



LAURA CORNEJO  
Director  
Department of Transportation

Prepared by:



Joaquin Siques, T.E.  
Traffic Engineering Manager

Approved by:



STEVE MERMELL  
City Manager