

Agenda Report

TO: CITY COUNCIL **DATE:** September 9, 2002
THROUGH: FINANCE COMMITTEE
FROM: City Manager
SUBJECT: Approval of a Journal Voucher Recognizing and Appropriating \$1.0 Million to the Pasadena LRT Automatic Traffic Control System Project and Authorization to Award a Contract

RECOMMENDATION:

It is recommended that the City Council:

1. Approve a journal voucher recognizing and appropriating \$500,000 of Light Rail Reserves (Proposition A) to the *Pasadena LRT- Automatic Traffic Control System* CIP project (budget account #75023).
2. Approve a journal voucher recognizing and appropriating \$500,000 from the Los Angeles to Pasadena Metro Blue Line Construction Authority's MTA funding (SB 1457) to the *Pasadena LRT- Automatic Traffic Control System* CIP project (budget account #75023).
3. Authorize the City Manager to enter into a contract with BiTran Systems, Inc. in an amount not to exceed \$307,000 for providing the *LRT-Automatic Traffic Control System*. The proposed contract is exempt from competitive bidding pursuant to City Charter Section 1002(F), contracts for professional or unique services.

BACKGROUND:

On April 8, 2002, the City Council amended the "Traffic Control and Facilities" section of the FY 2002-2006 Capital Improvement Program (CIP) budget to include one new project: the *Pasadena Light Rail Adaptive LRT Priority System*. The primary goal of this project is to minimize delays caused by trains crossing within the project locations (See figure 1).

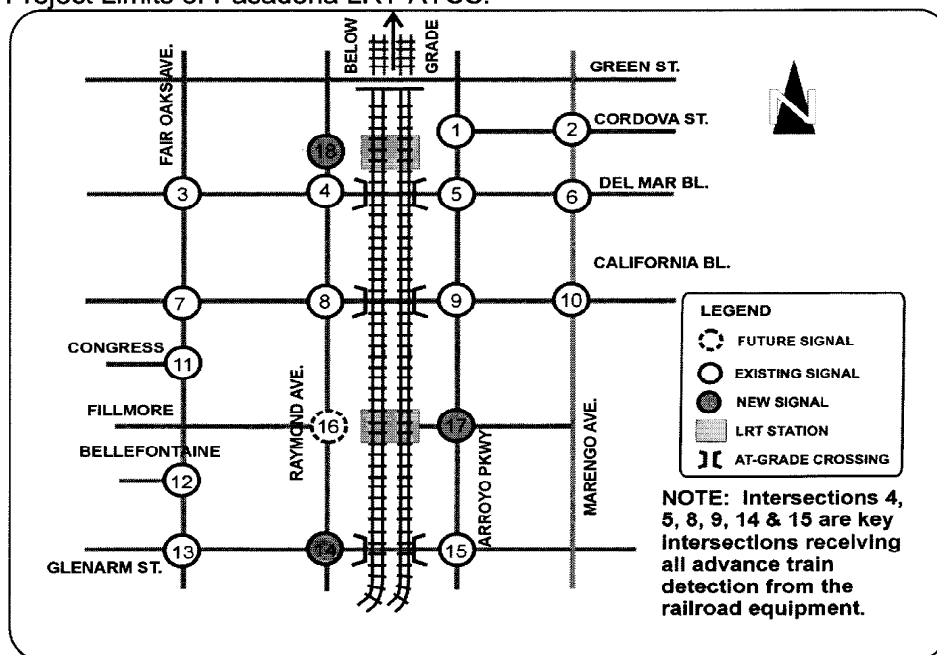
On May 16, 2002, the Public Utilities Commission (PUC) issued a ruling, which granted permission to the Pasadena-Los Angeles Metro Blue Line Construction Authority to cross three major east-west streets: Glenarm Street, California Boulevard, and Del Mar Boulevard at grade. The PUC also required the installation of the *Automatic Traffic Control System* (ATCS), herein referred to as the Pasadena LRT-ATCS Project. As part of this ruling the ATCS needs to be completed by February of 2003.

The preliminary budget estimate for the entire project was not to exceed \$1.5 million, however, the budget has been adjusted to \$1.0 million based on the bid received from the selected firm. This total budget includes items that are not part of the BiTran Systems Inc. contract such as project management/implementation (\$200,000), fiber optic communication integration (\$200,000) and required signal equipment upgrades (\$300,000).

The total cost of the system will be shared between the City of Pasadena and the Metro Blue Line Construction Authority (Construction Authority). Based on the original budget estimate, the Board of Directors of the Los Angeles to Pasadena Metro Blue Line Construction Authority, voted unanimously in its April 24, 2002, regular meeting, to approve work authorization for this project in the amount that will not exceed \$750,000. The Construction Authority's share will be adjusted accordingly as a result of the new budget estimate.

A total of 18 intersections will be included in the ATCS project as shown below.

Figure 1, Project Limits of Pasadena LRT-ATCS.



On June 21, 2002, the City issued a Request for Proposals (RFP) for the Pasadena LRT-ATCS Project to known signal control system providers. On July 11, 2002, the City received five proposals from the following firms:

- | <u>Company Name</u> | <u>Company Location</u> |
|--|----------------------------|
| 1. BiTran Systems Inc. (McCain Traffic) | Sacramento, California |
| 2. AECOM System Integration Group | Colorado Springs, Colorado |
| 3. Gardner Systems (Siemens) | Arcadia, California |
| 4. Western Pacific Signal, LLC (Naztec) | San Leandro, California |
| 5. Eagle Traffic Control Systems (Siemens) | Austin, Texas |

The evaluation/selection criteria as explained in detail in the Pasadena ATCS-LRT project RFP is summarized as follows:

- A. Project understanding, Approach, and System Functionality 40 %- points
- B. Staffing/Ability to Perform 20 %- points
- C. Related Experience 20 %- points
- D. Total Project Cost 15 %- points
- E. Local Preference 5 %- points
- MAXIMUM ATTAINABLE SCORE 100 %- POINTS**

Staff assembled a group of evaluators consisting of representatives from the City of Los Angeles, the Construction Authority, and four City staff members from the Department of Public Works and Department of Transportation. Oral presentations, live system demonstration and interviews were conducted on July 22nd.

The table below provides a summary of the scores received by each company.

Table 1. Interview Scores

Criteria (Max Points)	Average Weighted Scores-Points				
	Eagle	BiTrans	Naztec	AECOM	Gardner
A. Project Understanding, etc. (40 points)	22.7	32.7	20.0	28.7	36.0
B. Staffing of Project/Ability to Perform (20 points)	14.0	14.3	13.3	15.7	16.0
C. Related Experience (20 points)	10.3	17.7	10.3	10.7	17.7
D. Total Project Cost (15 points)	10.0	15.0	10.5	3.3	8.9
E. Local Preference (5 points)	0.0	0.0	0.0	0.0	0.0
Average Total Points	57.0	79.7	54.1	58.4	78.6
Cost Proposal in Thousands (Includes CDI)	\$349	\$237	\$333	\$1,298	\$667

This evaluation reflected a thorough review of all proposals including proposed costs or fees, project readiness as demonstrated during the oral interviews and other pertinent factors. This table shows that BiTran Systems Inc. (79.7 points) received the highest evaluated score and is therefore recommended for contract award.

BiTran Systems Inc. submitted the lowest cost proposal (\$237,000) and accomplished this without eliminating any critical elements and/or requirements of the project as specified in the RFP. The requested \$307,000 contract includes \$30,000 in optional enhancements that will improve system effectiveness and a 15% contingency fee to address any unforeseen costs in the project's implementation.

BiTran Systems Inc. will integrate project elements such as off-the-shelf central signal control system, "smart" or advanced traffic signal controllers, and dedicated communications lines between the Traffic Management Center (TMC) and the field controllers as defined in their proposal. BiTran Systems Inc.'s Scope of Services includes the following:

1. Software Modifications Design
2. Implementation of local controller software and Central Equipment Software
3. Procurement of Central Equipment and Licensing
4. Simulation of key intersections, and installation of central computer system
5. Integration of intersection equipment and provide System Training
6. Conducting Acceptance Testing and Simulation of all intersections (Pre-field test)

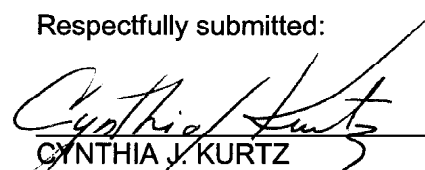
7. Documentation (User Manuals, Diagnostic Procedures, etc.)
8. Traffic Counts, signal synchronization timing and fine-tuning
9. System Support after implementation

FISCAL IMPACT:


The City established a Reserve for Future Light Rail Projects to be used for enhancements and improvements to the Gold Line Light Rail project that are not included in the overall construction project budget.

Sufficient funding is available in the Proposition A Reserve for Future Light Rail Projects for the City's portion of \$500,000. Please see Attachment A for a detailed list of all of the approved and proposed uses of the Reserve, which includes this project. The Blue Line Authority has already issued a work authorization to provide their \$500,000.

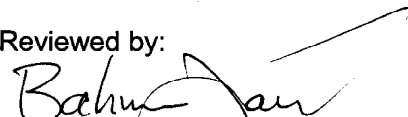
Respectfully submitted:


CYNTHIA J. KURTZ
City Manager

Prepared by:


NORMAN BACULINAO, P.E., PTOE
Traffic Engineering Manager

Reviewed by:


BAHMAN JANKA, P.E.
Transportation Administrator

Approved by:


FRANCES BANERJEE, Interim Director
Department of Transportation