

# Agenda Report

June 18, 2012

**TO:** Honorable Mayor and City Council

**FROM:** Department of Transportation

**SUBJECT: CONTRACT AWARD TO TRANSCORE ITS, LLC FOR THE DEPLOYMENT OF AN ADAPTIVE TRAFFIC CONTROL SYSTEM (ATCS) ON 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 in Section 15301(c), Existing Facilities, of the California Code Regulations Title 14, Chapter 3. This exemption includes minor alterations involving negligible expansion of use beyond that previously existing, and there are no changed circumstances or new information which would require further environmental review; and
2. Authorize the City Manager to enter into a contract with Transcore ITS, LLC for the deployment of an Adaptive Traffic Control System (ATCS) on the South Fair Oaks Avenue Corridor in an amount not to exceed \$384,994.

**BACKGROUND:**

ATCS represents the next generation in traffic control technology and provides for autonomous traffic signal synchronization adjustments based on actual traffic demand. An ATCS is a central traffic control software that can detect changes in traffic caused by unplanned incidents (construction, collisions, train preemptions) and adjust signal synchronization to alleviate congestion, reduce system delays, and reduce 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. Emergency vehicle preemption and transit priority systems along Fair Oaks Avenue also add challenges to existing signal synchronization.

The scope of this project includes the deployment of an Adaptive Traffic Control System along Fair Oaks Avenue from Walnut Street to Glenarm Street (including system set-up testing and training) as well as the development of a micro-simulation emulator for the analysis of the adaptive system.

On March 8, 2012, a Request for Proposal (RFP) for this project was advertised. During this process, two addendums were issued to this RFP providing additional information and further clarification to existing requirements in the RFP. There was a pre-proposal meeting held on March 22, 2012.

Proposals were received from three consulting firms/system vendors, listed below in alphabetical order:

- 1) Iteris, Inc. – Santa Ana, CA
- 2) McCain, Inc. – Vista, CA
- 3) Transcore ITS, LLC – Los Angeles, CA

The Department of Transportation (DOT) reviewed the proposals in accordance with the evaluation criteria set forth in the RFP. The three firms participated in oral interviews on May 10, 2012. The final result of this competitive selection process culminated with the selection of Transcore ITS, LLC receiving the highest score. Based on this evaluation process, Transcore ITS, LLC has been recommended for this project.

**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 City's Environmental Administrator has determined the project is categorically exempt under the California Environmental Quality Act ("CEQA") Guidelines in Section 15301(c) Existing Facilities, of the California Code Regulations Title 14, Chapter 3. This exemption includes minor alterations involving negligible expansion of use beyond that previously existing. 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 total compensation under this contract will be an amount not to exceed \$384,994 corresponding to \$349,995 as base contract and \$34,999 set aside for contingencies (10%). Funding for this action will be addressed by the utilization of existing budgeted appropriations in account 301-773200-75910 – ITS Phase II. It is anticipated that the entire amount will be spent during fiscal year 2013. Construction engineering, inspection, administration and support costs are anticipated to be \$25,000 during fiscal year 2013 and will be addressed by the utilization of existing budgeted appropriations in account 301-773200-75910 – ITS Phase II, as shown below.

The following table presents a summary of the sources of funds that will be used.

MTA Grant – Prop C	\$2,684,000
Local Match (Private Capital)	\$450,000
<b>Total Sources</b>	<b>\$3,134,000</b>

The following table presents a contract summary.

Base Contract Amount	\$349,995
Contingency (10%)	\$ 34,999
<b>Subtotal</b>	<b>\$384,994</b>
Const. Engineering/Inspection/Admin.	\$25,000
<b>Total Fiscal Impact</b>	<b>\$409,994</b>

The anticipated impact to other operational programs or capital projects as a result of this action is minimal. In the first year following implementation, there will be no impact for maintenance of the system since the contract terms include a one-year maintenance warranty by the vendor. An operations cost of \$8,000 per year has been identified for staff support, which will be absorbed through the existing Transportation Operations budget.

Respectfully submitted,



FREDERICK C. DOCK

Director

Department of Transportation

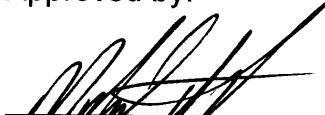
Prepared by:



Joaquin Siques

Engineer

Approved by:



MICHAEL J. BECK

City Manager