

Agenda Report

April 24, 2017

TO: Honorable Mayor and City Council
FROM: Department of Transportation
SUBJECT: AUTHORIZE THE CITY MANAGER TO EXECUTE A CONTRACT WITH FEHR AND PEERS CONSULTING FIRM FOR \$105,700 FOR THE UPDATE OF CITY OF PASADENA'S TRAVEL DEMAND FORECASTING MODEL

RECOMMENDATION:

It is recommended that the City Council:

1. Find that the following proposed action is exempt from the California Environmental Quality Act ("CEQA") pursuant to State CEQA Guidelines Section 15061 (b) (3) (General Rules);
2. Authorize the City Manager to enter into a contract, without competitive bidding pursuant to City Charter Section 1002(F), contracts for professional or unique services, with Fehr and Peers Consulting Firm for updating the City of Pasadena's Travel Demand Forecasting Model (TDFM) in an amount not to exceed \$105,700; 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 4.08.049(B) contracts for which the City's best interests are served.

BACKGROUND:

A travel demand forecasting model (TDFM) is a computer program that simulates traffic levels and travel patterns for a specific geographic area. The program consists of input files that summarize land uses, street network, travel characteristics, and other key factors. Using this data, the model performs a series of calculations to determine the amount of trips generated, the beginning and ending location of each trip, and the route taken by the trip.

The TDFM for the City of Pasadena was last updated in 2013 and used to update the General Plan Land Use and Mobility Elements.

Following a competitive selection process, the City Council awarded a contract on June 22, 2009 to Fehr & Peers to build and validate a focused four-step travel demand forecast model that was derived from and consistent with the Southern California Association of Government (SCAG) regional travel demand forecasting model. The City's model was later updated in 2013, also by Fehr & Peers for use in the EIR for the Update of the General Plan. This model has been used during development process to evaluate changes in vehicle miles of travel (VMT), non-auto (transit/auto/walk) mode use, and traffic volumes on street segments.

To remain valid for use in evaluating environmental impacts of development in Pasadena, the travel demand forecasting model's base year must be updated to current conditions periodically to comply with CEQA requirements. The City's model will be calibrated and validated using the static and dynamic validation criteria suggested in the 2010 California Regional Transportation Plan Guidelines (California Transportation Commission, 2010). This effort will also update the model to be consistent with the 2016 SCAG regional long-range transportation plan so as to remain defensible for the use of VMT per capita in CEQA analyses.

The updating of a TDFM is a complex and exacting activity. As the original model developers, Fehr & Peers remains the firm most qualified to provide a cost effective update of the TDFM in the shortest time. The TDFM update will include the following tasks:

- Task 1: Basic Model Update
- Task 2: VMT Enhancement
- Task 3: Mode Shift Analysis Tool Enhancement
- Task 4: Graphical User Interface and Post-Processing Enhancement

COUNCIL POLICY CONSIDERATION:

The proposed contract provides the tools necessary to implement the General Plan guiding principle, "Pasadena will be a city where people can circulate without a car" and will directly assist the Department of Transportation in implementing the four major objectives of the Mobility Element:

- Promote a livable community
- Encourage non-auto travel
- Protect neighborhoods by discouraging traffic from intruding into neighborhoods
- Manage multimodal corridors to promote and improve citywide transportation services


ENVIRONMENTAL ANALYSIS:

This request is exempt from CEQA per section 15061 (b) (3), the General Rule. The General Rule can be applied when it can be seen with certainty that the activity will not have a significant effect on the environment. The proposed action will not result in any new development or physical changes.

FISCAL IMPACT:

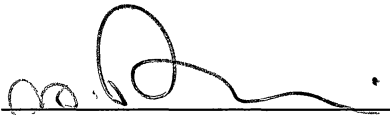
The total compensation under this contract will be an amount not to exceed \$105,700. Budget appropriation is available in the Department of Transportation's operating budget in account 10124002-811400, Other Contract Services.

Respectfully submitted,



FREDERICK C. DOCK
Director
Department of Transportation

Prepared by:



Mike Bagheri
Transportation Development Manager

Approved by:



STEVE MERMELL
City Manager