



CITY COUNCIL STAFF REPORT



July 12, 2022

ITEM TITLE

Agreement: Approve a Professional Services Agreement with STC Traffic, Inc. to Perform Traffic Signal Retiming Services

Report Number: 22-0169

Location: Various Locations Citywide

Department: Engineering

Environmental Notice: The Project qualifies for a Class 1 Categorical Exemption pursuant to Section 15301 (Existing Facilities) of the California Environmental Quality Act State Guidelines.

Recommended Action

Adopt a resolution approving a professional services agreement with STC Traffic, Inc. to perform Traffic Signal Retiming Services for Federal Project HSIPL 5203(052).

SUMMARY

After undergoing a Request for Proposal solicitation process, Staff has selected STC Traffic, Inc. to provide professional services for lead pedestrian interval (LPI) signal timing at 85 traffic signal locations as part of CIP TRF0418 (the "Project"). The Project will provide LPI operations at all project locations (Attachment 1) to enhance pedestrian safety at the intersections.

ENVIRONMENTAL REVIEW

The Director of Development Services has reviewed the proposed project for compliance with the California Environmental Quality Act (CEQA) and has determined that the project qualifies for a Class 1 Categorical Exemption pursuant to Section 15301 (Existing Facilities) of the State CEQA Guidelines because the project involves negligible or no expansion of an existing use. Thus, no further environmental review is required.

BOARD/COMMISSION/COMMITTEE RECOMMENDATION

Not applicable.

DISCUSSION

This Project was initiated under the Federal Highway Safety Improvement Program (HSIP) Cycle 9. The HSIP is a core federal-aid program with the purpose of achieving a significant reduction in traffic fatalities and serious injuries on all public roads by implementing proven safety countermeasures. The HSIP is legislated under Section 148 of Title 23, United States Code (23 U.S.C. 148) and regulated under Part 924 of Title 23. The federal program allows for federal/state/local and private safety partners to propose safety projects to compete for federal funding on a yearly or bi-yearly basis.

Under the HSIP, staff identified project locations which had significant right-of-way conflicts between pedestrians and vehicles at signalized intersections. These conflicts would typically occur with right-turning vehicles turning right on a green light against a pedestrian “WALK” signal where pedestrians are crossing the intersection. A safety measure was selected under HSIP guidelines to provide Lead Pedestrian Interval timing as a countermeasure to mitigate these conflicts.

The purpose of the lead pedestrian interval (LPI) operations is to provide an advance walk interval ahead of a vehicle green light to allow pedestrians to enter the intersection ahead of turning vehicles. By allowing pedestrians to enter the intersection ahead of turning vehicles, pedestrians are placed in front of the turning motorists, as a result, increasing visibility to crossing pedestrians and resulting in a safety enhancement at the Project intersections.

On September 4, 2018, Staff submitted an application to the HSIP Cycle 9 proposing a project which would implement LPI timing at select locations. On December 18, 2018, Staff received notification from the State of California awarding the project for funding under HSIP Cycle 9.

To achieve the objectives of the Project, Staff advertised a Request for Proposals (RFP) for traffic signal retiming services on December 10, 2021, in accordance with Chula Vista Municipal Code Section 2.56.110 and Caltrans Local Assistance Procedures Manual (LAPM) Chapter 10. On January 19, 2022, the City received four (4) proposals from interested firms:

Ranking	Consulting Firm
1	STC Traffic, Inc.
2	Iteris, Inc.
3	TJKM
Non-Responsive	Advantec

A selection committee evaluated and scored each proposal, and determined that STC Traffic, Inc. was the most qualified to complete the Project. Therefore, Staff recommends awarding the subject contract to STC Traffic, Inc.

DECISION-MAKER CONFLICT

Staff has reviewed the property holdings of the Mayor and City Council has found that Mayor Mary Casillas Salas, Councilmember John McCann, and Councilmember Jill Galvez have real property holdings within 1,000

feet of the boundaries of the property which is the subject of this action. However, the decision solely concerns repairs, replacement or maintenance of existing streets, water, sewer, storm drainage or similar facilities, and the member's property will not be affected disproportionately to other properties receiving the same services. Consequently, pursuant to California Code of Regulations Title 2, sections 18700 and 18702.2(d)(1)), this item does not present a real property-related conflict of interest under the Political Reform Act (Cal. Gov't Code § 87100, et seq.).

Staff is not independently aware, and has not been informed by any City Council member, of any other fact that may constitute a basis for a decision-maker conflict of interest in this matter.

CURRENT-YEAR FISCAL IMPACT

There is sufficient funding to cover this contract and City staff costs is included in the capital improvement project TRF0418. Therefore, there is no additional impact to the Transportation Sales Tax and Highway Safety Improvement Program. Note that the available balance is to cover the "total estimated traffic signal modification" portion of the overall project. The LPI Signal Retiming Project costs are summarized below:

FUNDS REQUIRED FOR PROJECT (TRF0418)	
A. Contract Amount	\$338,497.23
B. Traffic Engineering Staff Costs	\$70,000.00
C. Contingency	\$20,500.00
Total Funds Required to Complete LPI Signal Retiming Project	\$428,997.23

AVAILABLE FUNDING (TRF0418)	
Transportation Sales Tax - TRF0418	\$61,245.56
Highway Safety Improvement Program – TRF0418	\$2,116,973.81
TOTAL FUNDS AVAILABLE FOR CONSTRUCTION	\$2,178,219.37

ONGOING FISCAL IMPACT

Upon completion of the Project, the improvements will require only routine City operation and maintenance.

ATTACHMENTS

1. Project Location Map
2. Two-Party Agreement

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