

City of Culver City, California
City Council Agenda Item Report

Meeting Date: 03/24/08		Item Number: A-4			
AGENDA ITEM: Authorization of the Submission of a Proposition 1B Traffic Light Synchronization Program Grant Application for Funding of the Citywide Traffic Signal Timing Optimization and Synchronization Project.					
Contact Person/Dept.: Max Paetzold, Consulting Traffic Engineer		Phone Number: (310) 253-5613			
Fiscal Impact: Yes ☒ No ☐		General Fund: Yes ☐ No ☒			
Public Hearing: ☐		Action Item: ☒ Attachments: ☐			
Public Notification: Master Notification List on March 19, 2008.					
Department Approval: Charles D. Herbertson (03/13/08)		City Attorney Approval: Carol Schwab (by H. Baker) (03/18/08)			
Fiscal Impact Review: Jeff Muir (by M. Noller) (03/19/08)		City Manager Approval: Jerry B. Fulwood (03/18/08)			
<u>RECOMMENDATION:</u> Staff recommends the City Council authorize the submission of a Proposition 1B Traffic Light Synchronization Program Grant Application for funding of a Citywide Traffic Signal Timing Optimization and Synchronization Project. <u>BACKGROUND:</u> On November 7, 2006, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 was approved by the voters as Proposition 1B. Proposition 1B included a program to fund traffic light synchronization projects and other technology-based improvements to improve safety, operations and the effective capacity of local streets and roads. This Traffic Light Synchronization Program (TLSP) is administered by the California Transportation Commission (CTC) and California Department of Transportation (Caltrans). There are currently \$100 Million in reimbursable grant funds available for TLSP program projects. The TLSP Program gives priority to projects that result in an effective and sustainable integrated local or regional transportation system that are coordinated with other transportation facilities through a corridor system management plan or other documented coordinated management strategies for the local street and road system. Caltrans will evaluate project nominations on the basis of regional mobility and safety benefits, especially in highly congested corridors, in terms of congestion reduction benefits or time savings and estimated reduction in deaths and injuries. The CTC and Caltrans intend to implement the program on the following schedule: <table border="1" style="margin-left: auto; margin-right: auto; border-collapse: collapse;"><tr><td style="padding: 5px;">TLSP project applications due to Caltrans.</td><td style="padding: 5px;">March 28, 2008</td></tr></table>				TLSP project applications due to Caltrans.	March 28, 2008
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Caltrans releases its proposed program of projects.	April 30, 2008
CTC adopts the initial TLSP program of projects.	May 28-29, 2008

The grant guidelines do not require the submittal of a resolution authorizing the grant application.

DISCUSSION:

The Public Works Department is presently in the process of seeking bids for the installation of the Traffic Signal Control System Project, P-852. The TLSP funding is proposed to be employed in re-evaluating and upgrading traffic signal timing parameters to meet the current California Manual of Uniformed Traffic Control Devices (MUTCD) standards. This undertaking is intended to improve coordination and synchronization within the citywide traffic signal system subsequent to the completion of the new TCS installation by the end of 2008. This effort was not included as a part of the Metro grant application for the TCS Project because it was not an eligible task under those grant guidelines.

Traffic signal retiming improvements have direct benefits such as reduced delay and fuel consumption. A side benefit perceived by motorist is reduced frustration and improved safety. For traffic signals to operate efficiently, the complete retiming of a traffic signal system is often necessary. This is a project that envisions revisiting pedestrian crossing times and all red clearance periods as part of the retiming effort. The Texas Transportation Institute 2007 Urban Mobility Report released in September 2007 noted that congestion causes the average peak period traveler to spend an extra 38 hours on the road and consume 26 gallons of extra fuel amounting to a cost of \$710 per traveler per year. Studies have shown that benefits of investments in traffic signal systems outweigh the costs by 40 to 1 or more.

FISCAL ANALYSIS:

The retiming, optimization and synchronization of traffic signals through the collection of pedestrian and vehicle movement data with input into a traffic model costs approximately \$3,000 per intersection. The City has 104 signalized intersections. The total cost of the effort to include the required before and after traffic evaluation report, identification of congestion nodes and potential mitigation

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measures with signal upgrade costs, as well as managing the grant, is estimated to be approximately \$550,000.

There is no requirement for local matching funds to apply for the grant. However, the grant guidelines state that applications that include local matching funds have a better chance of obtaining grant funding. There are ample funds in the West Los Angeles College mitigation fund to provide a 20% match or \$110,000. Therefore, staff recommends using \$110,000 from the West Los Angeles College Fund as a dedicated match for the purposes of applying for, and if approved, expending as part of this project. The remaining \$440,000 would be the amount requested through the TLSP Grant Program.

ATTACHMENTS:

None.

MOTIONS:

That the City Council:

1. Authorize the submission of a Proposition 1B Traffic Light Synchronization Program Grant Application to fund a Citywide Traffic Signal Timing Optimization and Synchronization Project; and,
2. Approve the use of \$110,000 in West Los Angeles College Mitigation Funds as a 20% match for this grant application; and,
3. Authorize the City Manager to execute the grant application and other related documents on behalf of the City.