



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700  
TEL 510.817.5700  
TDD/TTY 510.817.5769  
FAX 510.817.5848  
E-MAIL [info@mtc.ca.gov](mailto:info@mtc.ca.gov)  
WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

***Memorandum***

TO: Operations Committee

DATE: October 3, 2008

FR: Deputy Executive Director, Operations

W. I. 1235

RE: Contract - Advanced Transportation Management System: Delcan Corporation

**Summary**

Staff requests this Committee's approval of a sole source contract with Delcan Corporation in the amount of \$1,000,000 to develop, test and deploy an Advanced Transportation Management System for the region's transportation management center at Caltrans District 4.

**Background**

One of the important MTC investments and follow-up actions from T-2030 is to increase system efficiency, improve traffic operations, increase availability of traveler information, and implement incident management strategies for the San Francisco Bay Area. The Regional Transportation Management Center (TMC) at Caltrans District 4 is the focus of these strategies, and must be able to function efficiently and expeditiously to (1) monitor traffic conditions 24 hours a day, 7 days a week, (2) instigate appropriate actions in coordination with the CHP, Freeway Service Patrol and local arterial managers, and (3) provide real-time information to the public through 511. Due to state budgetary constraints, little progress has been possible to advance this goal in the Bay Area.

The Bay Area's Regional TMC provides only a partial level of the desired functionality. TMC staff are working with a set of outdated tools that limit their ability to efficiently manage the freeway network. While the TMC can currently detect freeway speeds, control field devices such as cameras and changeable message signs, and provide incident detection and response, each of these components works independently and unreliably. This prolongs the time needed to properly assess what is happening on the system, decide on the best mitigation and response measures, and communicate information to the public.

An Advanced Transportation Management System (ATMS) has been in use for many years in Southern California to manage the freeway system, consolidate all freeway data and centralize control of traffic management tools into a single combined interface for TMC operators. This system was first competitively procured for Caltrans District 11 in San Diego a decade ago, funded by SANDAG, and developed and implemented by Delcan. Since then, the Caltrans districts in Los Angeles, Orange County and San Bernardino have also installed Delcan's ATMS.

### **Sole Source Justification**

In order to provide the capability available in other Caltrans' districts to the Bay Area as quickly as possible, staff recommends that an ATMS be developed and implemented for the Bay Area through a sole source contract with Delcan. This would be the fastest and most cost-effective approach to bringing the Bay Area's traffic management capabilities up to date. Under this contract, the most current version of ATMS being used in Southern California would be installed in the Bay Area and customized where needed to accommodate operational factors specific to this region, such as the use of dual loop detectors, part-time HOV lanes, and the Bay Area 511 system. With the Delcan product, the process could be completed much sooner than developing an entirely new system, and would be fully compatible with traffic management systems used in other parts of the state.

There are significant technological and administrative advantages to deploying in the Bay Area a version of the same system used by Caltrans in the other parts of the state. Contracting the work to an alternate vendor through a conventional procurement process would require significant "reverse-engineering" to maintain compatibility with TMC software used in other parts of California, and would negate the advantages of leveraging the complex systems development work and testing that has already occurred elsewhere. In addition, compatibility with other software used in the state would ensure that the Bay Area ATMS would be able to more readily integrate future enhancements to the ATMS that may be developed by other agencies.

A comprehensive scope of work and set of functional requirements have been developed for the Bay Area ATMS, which was used by Delcan to develop their cost proposal. In addition to a rigorous review by both MTC and Caltrans staff, comparisons have been made with costs for ATMS deployments in Southern California to ensure that the proposal is reasonable and cost effective. To further limit financial risks, the contract will be structured on a deliverables basis, with payments made to the contractor only after products are successfully deployed.

Caltrans District 4 and Headquarters staff have been assigned to this project to provide technical guidance, review deliverables, and support project management. Caltrans will also provide consultant support to aid in ensuring that the ATMS project adheres to a systems engineering process, reducing project risks and increasing project requirement conformity.

This project is included in the Service Authority for Freeways and Expressways (SAFE) FY 2008-09 Capital budget.

### **Recommendation**

Staff recommends that the Committee authorize the Executive Director or his designee to negotiate and enter into a sole source contract with Delcan Corporation, in the amount not to exceed \$1,000,000.

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Ann Flemer

AF: SL

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# REQUEST FOR COMMITTEE APPROVAL

## Summary of Proposed Consultant Agreement

Work Item No.: 1235

Contractor: Delcan Corporation  
La Mirada, CA

Work Project Title: Advanced Transportation Management System

Purpose of Project: To provide an Advanced Transportation Management System

Brief Scope of Work: Develop, test, and deploy an Advanced Transportation Management System and deliver COTS software and hardware for District 4.

Project Cost: \$1,000,000

Funding Source: SAFE

Fiscal Impact: \$1,000,000 is available in the FY 2008-09 SAFE Budget.

Motion by Committee: That the Executive Director or his designee is authorized to negotiate and enter into a contract with Delcan Corporation to provide Advanced Transportation Management System Application Services, and the Chief Financial Officer is authorized to set aside funds in the amount of \$1,000,000 for such agreement.

MTC Operations Committee: Approved: \_\_\_\_\_  
Sue Lempert, Chair

Approved: Date: October 10, 2008