

EXHIBIT 12-F REQUEST FOR APPROVAL OF COST-EFFECTIVENESS/PUBLIC INTEREST FINDING

U.S. DEPARTMENT OF TRANSPORTATION		FEDERAL HIGHWAY ADMINISTRATION		CALIFORNIA DEPARTMENT OF TRANSPORTATION
REQUEST FOR APPROVAL OF COST-EFFECTIVENESS/PUBLIC INTEREST FINDING				
COST-EFFECTIVENESS DETERMINATION REQUIRED		PUBLIC INTEREST DETERMINATION REQUIRED		
☐ Use of force account (23 CFR 635.204, 205)* ☐ Use of publicly owned equipment (23 CFR 635.106) ☐ Other: _____		☐ Use of non-competitive negotiated consultant contracts (23 CFR 172.5)* ☐ Use of publicly furnished materials (23 CFR 635.407) ☒ Use of proprietary products and processes (23 CFR 635.411) ☐ Use of contracting method other than competitive bidding (23 CFR 635.104/204)* ☐ Use of mandatory borrow/disposal sites (23 CFR 635.407) ☐ Advertising period less than 3 weeks (23 CFR 635.112)* ☐ Waiver of Buy America Requirements (23 CFR 635.410)** ☐ Other: _____ * Requires Caltrans District approval ** Requires FHWA approval		
FEDERAL-AID PROJECT	CLASS OF FEDERAL FUNDS: ☐ IM ☐ NH ☐ STP ☒ OTHER: CMAQ			
CML-5008 (127)	STEWARDSHIP: ☐ DELEGATED ☐ HIGH PROFILE			
EA	DIST-CO-RTE-PM	ESTIMATED COST	FEDERAL FUNDS	
	10-SJ-Q-STKN	\$51,000	\$45,150	
GENERAL LOCATION		GENERAL DESCRIPTION OF WORK:		
Signalized intersections along March Ln between Feather River Drive and Montauban Avenue.		Install Siemens SCOOT ATCS, Siemens M60 traffic controllers and Sepac software are an integral part of the project that will install emergency vehicle preemption equipment, install CCTV cameras, install fiber optic equipment, and install a transit signal priority system.		
REASONS THAT REQUESTED APPROVAL IS CONSIDERED TO BE COST-EFFECTIVE OR IN THE PUBLIC'S BEST INTEREST (STATE):				
It is in the public interest to use Siemens M type (M60) controllers and SEPAC software on the March Lane ATCS project. Based on a previous study that included a selection process, the Model M type traffic controller manufactured by Eagle Traffic Control Systems (now Siemens) was selected as the best suited for the City. The City conducted a detailed evaluation of commercially available adaptive traffic control systems in the U.S. and selected the Siemens SCOOT adaptive traffic signal system as the best suited for the project corridor. The SCOOT adaptive system runs on the SEPAC software which is currently used by the City on other traffic signal functions such as transit signal priority (TSP). To that effect, the City of Stockton has been working with Eagle M type controllers and SEPAC software for several years now and has spent a significant amount of time and effort to fully integrate the Siemens hardware and software to where it meets the functional, operational and maintenance requirements of the City for signalized intersections.				
REMARKS (STATE): It is certified, by the signature below, that using the above described product/equipment is in the public's interest and needed for synchronization with existing City equipment - pursuant to 23CFR 635.411(a)(2)				
PREPARED/APPROVED BY LOCAL AGENCY'S REPRESENTATIVE		REPRESENTATIVE NAME AND TITLE:		Date:
<i>Chandra Singh</i>		Tunde Greenwood City Traffic Engineer		7-6-15
APPROVED BY DISTRICT LOCAL ASSISTANCE ENGINEER (DLAE)		DLAE NAME:		Date:
<i>P. S. Singh</i>		PARMINOR SINGH		07/10/15
**APPROVED BY FHWA (Buy America Waiver only)		FHWA REPRESENTATIVE NAME:		Date:

Distribution: 1) Local Agency File -Original 2) DLAE -Copy 3) Caltrans Project Manager -Copy if on the SHS