

Agenda Report

TO: CITY COUNCIL

DATE: January 22, 2001

FROM: City Manager

SUBJECT: Authorization to apply for Grants from the Los Angeles County Metropolitan Transportation Authority (MTA) under the FY 2001 Call for Projects

RECOMMENDATION:

1. It is recommended that City Council adopt a resolution approving the submission of grant applications to MTA to fund the following projects listed below.
2. Authorize the City Manager to complete all materials to the application for and acceptance of this MTA grant.
 1. Blue Line Communications and Traffic Control System
 2. Bikeway Plan Implementation
 3. Playhouse District Pedestrian Improvements
 4. Major Street Beautification Program
 5. Restoration of Flint Wash Trail Crossing
 6. Fillmore Blue Line Station Parking Structure
 7. Pasadena Civic Center/Mid-Town Pedestrian Project

BACKGROUND:

This grant application is a joint effort by the Department of Public Works and Transportation and the Department of Housing and Development. The application was approved by the Transportation Advisory Commission in January 2001. The federal Transportation Equity Act for the 21st Century (TEA-21) established funds and set aside these monies for transportation improvements throughout the nation. Some of the TEA-21 funds are available to local agencies in the form of grants for these improvements that are of regional significance. As the regional Metropolitan Planning Organization (MPO) for the five county Los Angeles area, the Los Angeles County Metropolitan Transportation Authority (MTA) administers the grant funds and establishes criteria for

their disbursement. Every several years, MTA requests applications for the grant funds by a "Call for Projects." Successful grant applications are included in an annual Transportation Improvement Program (TIP) mandated by state and federal statutes, prepared by MTA and approved by the California Transportation Commission (CTC).

In November 2000, MTA issued a Call for Projects for the FY 2001 TIP. Grant applications must be delivered to MTA by February 2, 2001, and the successful projects will be formally approved in June 2001. The TIP is transmitted to the Southern California Association of Governments (SCAG) in July, and all successful projects are approved for funding by spring 2002. The funds are administered by Caltrans, and they must be used by the local agency by the end of FY 2008.

The FY 2001 Call for Projects will program a variety of local, state, and federal revenues for regionally significant projects in a number of transportation modes. The revenue sources include Proposition C monies, State Transportation Improvement Program (STIP) funds, Congestion Management and Air Quality (CMAQ) funds and TEA-21 program funds. The MTA funding program must be consistent with the Regional Transportation Plan, the Air Quality Management Plan, and applicable state and federal requirements.

Projects in the FY 2001 STIP are eligible for funding in eight modal categories. These categories include:

- ◆ *Freeways, HOV Lanes, and Gap Closures* – construction of HOV lanes, connectors, freeway gap closures, and interchanges.
 - ◆ *Regional Surface Transportation Improvements (RSTI)* – Major capital improvements and goods movement projects on regionally significant arterial streets, such as widening, interchanges, or grade separations.
 - ◆ *Signal Synchronization and Bus Speed Improvements* – traffic signal improvements, transit preferential treatment, intersection improvements, traffic monitoring systems, or ITS systems.
 - ◆ *Transportation Demand Management (TDM)* – Technology based traffic reduction strategies, incentive programs for increased vehicle occupancy, commuter service centers, or TMO/TMA organizations.
 - ◆ *Bikeway Improvements* – Construction of class I or II bike facilities, bike stations, bike racks, signage, or other amenities.
 - ◆ *Pedestrian Improvements* – Projects that promote walking and are an integral link within the overall transportation system.
 - ◆ *Transit Capital* – Purchase of buses or transit equipment, and construction of transit stations, park and ride lots, or bus stop improvements.
 - ◆ *Transportation Enhancement Activities* – Acquisition of historic sites, landscaping projects rehabilitation of historic buildings, archeological planning and research, or safety and educational activities for pedestrians and bicyclists.
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Staff identified candidate projects from the Capital Improvement Program (CIP), the General Plan policies, and identified transportation needs in the community. These candidate projects were compared to the criteria and requirements for project submittal established by MTA. A final list of projects was defined that satisfied specific transportation needs in Pasadena and met MTA criteria and funding requirements of the program.

The following seven projects were found to be in conformance with program criteria and were felt to be regionally significant:

1. Blue Line Communications and Traffic Control System

This project includes the installation of traveler and parking information systems, traffic control facilities, and communications infrastructure to facilitate the use of Blue Line stations at Lake Avenue, Allen Avenue, and Sierra Madre Villa. The information and control facilities are designed to improve station access and maximize bus usage of Blue Line patrons. The communications infrastructure will enable the control systems to be adjusted from our Transportation Management Center (TMC), and the information systems will have access to information from the World Wide Web, Caltrans and other data sources.

The project will provide traveler information and guidance for persons arriving at the station by train, bus or private vehicle. Kiosks will provide access to light rail arrival times, bus schedules, parking availability, and freeway travel information. Changeable Message Signs (CMS) will direct travelers to stations and train detection will provide train arrival information. These data are available to the kiosks using software developed with other programmed projects. Kiosks are currently programmed at the Fillmore, Del Mar and Memorial Park stations with other projects.

The CCTV surveillance and system detector components of the project are used with existing coordinated traffic signal control to maximize street capacity near the stations and to give preference to bus systems through the local signal system. All traveler information and traffic control will be coordinated through the existing TMC.

The grant funding will be requested in the Transit Capital category, and the local match is 20% of the total project costs. A large portion of the local matching funds (\$150,000) will be provided by developer contributions for projects adjacent to the Blue Line stations and the remaining \$26,000 will be obtained from improvement funds: Mobility Corridor – Study/Implementation programmed in the CIP.

COST ITEM	ENGINEERING	CONSTRUCTION	TOTAL
Total Project Cost	\$ 100,000	\$ 800,000	\$ 900,000
Requested Grant	\$ 80,000	\$ 640,000	\$ 720,000
Local Match	\$ 20,000	\$ 160,000	\$ 180,000

2. Bikeway Plan Implementation

The proposed project will add up to 21 miles of on-street bike lanes (Class II) to the existing 36.2-mile bikeway system. The new bike lanes will provide connectivity to both local and regional activity centers, including commercial, institutional, and employment centers as envisioned in the Bicycle Master Plan.

Direction	Street	From	To	Length (miles)
East/West	Washington Boulevard	Altadena Drive	Lincoln Avenue	4.3
East/West	Orange Grove Boulevard	Sierra Madre Boulevard	Colorado Boulevard	5.1
East/West	Colorado Boulevard	Michillinda Avenue	Orange Grove Boulevard	5.9
North/South	Marengo Avenue	Orange Grove Boulevard	Del Mar Boulevard	1.2
North/South	Pasadena Avenue	Glenarm Street	South City Limit @ Columbia Street	0.2
North/South	Altadena Drive	New York Drive	Foothill Boulevard	1.7
North/South	Sierra Madre Villa/ Madre Street	Sierra Madre Villa Boulevard	Colorado Boulevard	2.6
			Total	21 Miles

The project involves the installation of painted bike lanes and legends on the identified streets. The program is consistent with the recently adopted Bicycle Master Plan, and the requested funding will be in the Bikeway Improvements category. The local matching funds of \$52,000 are available from the City's approved Bikeway Development fund allotment received annually from MTA. The grant funding will be requested in the Bikeway Improvements category and the local match is 20%.

COST ITEM	ENGINEERING	CONSTRUCTION	TOTAL
Total Project Cost	\$ 30,000	\$ 234,000	\$ 264,000
Requested Grant	\$ 24,000	\$ 188,000	\$ 212,000
Local Match	\$ 6,000	\$ 46,000	\$ 52,000

3. Playhouse District Pedestrian Improvements

The Pasadena Playhouse District Streetscapes, Walkways, and Alleyways Concept Plan and the Design Development Documents were adopted by City Council in 1996. The plan details the pedestrian features planned for the twelve-block area of the Playhouse District. Amenities include street trees and tree grates, new ornamental pedestrian

lighting, way finding signage, street furniture and public art. The plans defined an implementation priority for the district, and Phase 1 of the project is nearing completion.

The proposed grant will fund the second phase of the \$4 million program of streetscape improvements. Phase 2 will include the installation of new ornamental pedestrian lighting, infill trees and grates, street furniture, and bicycle racks on Union Street, Madison Avenue, Oak Knoll Avenue and Hudson Avenue. The project will also include installation of Mexican Fan Palm trees and bicycle racks on Colorado Boulevard.

The requested funding will be in the Pedestrian Improvements category, and the local match will be 20%. Local matching funds of \$292,000 will be derived primarily from developer contributions. Detailed local funding sources will be determined by the Department of Housing & Development.

COST ITEM	ENGINEERING	CONSTRUCTION	TOTAL
Total Project Cost	\$ 160,000	\$ 1,300,000	\$ 1,460,000
Requested Grant	\$ 128,000	\$ 1,040,000	\$ 1,168,000
Local Match	\$ 32,000	\$ 260,000	\$ 292,000

4. Major Street Beautification Program

The project includes the installation of ornamental street lighting and street name signs on regionally significant streets in three specific plan areas of Pasadena. The beautification project will include Lake Avenue between the I-210 freeway and Elizabeth Street, East Washington Boulevard between Hill Avenue and Allen Avenue, and Lincoln Avenue between Seco Street and the northern city limits (Montana Street).

The project will involve the installation ornamental, post-top mounted street lighting at 205 locations as a supplement to the existing high-mast street lighting for improved pedestrian lighting. New high visibility street name signs will be installed at ten intersections on Washington Boulevard, 21 intersections on Lake Avenue, and 18 intersections on Lincoln Avenue.

The project is consistent with improvement recommendations included in each of the three specific plan areas. The funding will be requested in the Transportation Enhancements category, and the local match will be 20 %. The local matching funds can be obtained from gas tax funds and commercial development fees.

COST ITEM	ENGINEERING	CONSTRUCTION	TOTAL
Total Project Cost	\$ 100,000	\$ 900,000	\$1,000,000
Requested Grant	\$ 80,000	\$ 720,000	\$ 800,000
Local Match	\$ 20,000	\$ 180,000	\$ 200,000

5. Restoration of the Flint Wash Trail Crossing

This project will construct a new bridge, repair and improve the roadway leading to the Devils Gate Dam at the lower end of the Devils Gate Reservoir. It will connect La Canada-Verdugo Road with Oak Grove Drive and provide a much-needed crossing of the lower reservoir area. The new bridge will become an integral part of the recreational trail system planned for Hahamongna Watershed Park.

This historic bridge, originally built in 1935, was the primary access from northwest Pasadena to the La Canada area. The new bridge, will only be available to bicyclists, pedestrians, hikers, equestrians, and park maintenance vehicles. It will provide an alternative commuting route to Oak Grove Drive for bicyclists traveling to the Jet Propulsion Laboratory and for all users traveling into Hahamongna Watershed Park.

The funding for this project will be requested in the Transportation Enhancement category. The local match of \$300,000 is comprised of a \$200,000 State of California Department of recreation grant, \$64,000 of Proposition A - Parks and \$36,000 in in-kind labor. The local match for this project is 37% of the total project costs which exceeds the minimum requirement of 20%.

COST ITEM	ENGINEERING	CONSTRUCTION	TOTAL
Total Project Cost	\$ 136,000	\$ 684,000	\$ 820,000
Requested Grant	\$ 106,000	\$ 414,000	\$ 520,000
Local Match	\$ 30,000	\$ 270,000	\$ 300,000

6. Fillmore Blue Line Station Parking Structure

The Fillmore Station is currently planned with a 160-space surface parking facility. Construction of a 760-space parking structure at the Fillmore Blue Line Station will accommodate 160 Blue Line patrons as well as allow for quality development to occur in the South Fair Oaks Corridor. Although this project has not been formally approved by City Council, staff is currently evaluating the economic feasibility. Receipt of these grant funds would make the project much more economically feasible.

The funding request for this project will be in the Transportation Demand Management (TDM) category. The local match is 20% of the total project cost. The local matching funds of \$1,820,000 will be obtained through city funding sources. Detailed local funding sources will be determined by the Department of Housing & Development.

COST ITEM	ENGINEERING	CONSTRUCTION	TOTAL
Total Project Cost	\$ 1,500,000	\$ 7,600,000	\$ 9,100,000
Requested Grant	\$ 1,200,000	\$ 6,080,000	\$ 7,280,000
Local Match	\$ 300,000	\$ 1,520,000	\$ 1,820,000

7. Pasadena Civic Center / Mid-Town Public Improvement Project

The Civic Center/Mid-Town Project is a part of an ongoing effort to re-establish and emphasize the importance of the Civic Center District by enhancing historic buildings, providing pedestrian amenities, and restoring the original Beaux-Arts Axial plan for the Civic Center. The project will provide a gateway to the Civic Center from the Memorial Park Blue Line station and will improve traffic circulation within the district. The project includes engineering, design, and construction of traffic, pedestrian and streetscape improvements.

The project involves the redesign of Centennial Square at Garfield Avenue and Holly Street to provide a large pedestrian friendly space for daily use and major events. The redesign of parking within Centennial Square and along Holly and Thurgood Marshall Streets will add additional parking supply. New sidewalk paving on Garfield Avenue and Holly Street will match the historic brick pattern in place around City Hall. New fountains in the Civic Auditorium forecourt area and new Garden Rooms and median on Holly Street will mark entrances to Centennial Square. Streetscape improvements will include: historic pedestrian and gateway lighting, new street trees, landscaping on Holly Street, new benches, bicycle racks, newspaper racks, and trash receptacles. New parking and directional signing will be installed, and public art will be installed.

The project is estimated to cost about \$15,900,000 to complete. The grant funding request is in the Pedestrian Facilities category. A local 20% match of \$3.2 million will be derived from city funding sources. Detailed local funding sources will be determined by the Department of Housing & Development.

COST ITEM	ENGINEERING	CONSTRUCTION	TOTAL
Total Project Cost	\$ 2,400,000	\$ 13,500,000	\$ 15,900,000
Requested Grant	\$ 1,900,000	\$ 10,800,000	\$ 12,700,000
Local Match	\$ 500,000	\$ 2,700,000	\$ 3,200,000

FISCAL IMPACT:

The grant applications are recommended for submittal to MTA for possible funding to the City of up to 80% of the total project cost. Matching fund sources have been identified for each project as indicated in each project description. The total funding for

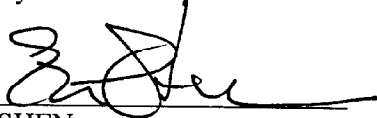
the seven proposed projects is \$29,444,000, with \$23,400,000 in grant funding and \$6,044,000 in local matching funds.

COST ITEM	ENGINEERING	CONSTRUCTION	TOTAL
Total Project Funding	\$ 4,426,000	\$ 25,018,000	\$ 29,444,000
Requested Grant Funds	\$ 3,518,000	\$ 19,882,000	\$ 23,400,000
Local Matching Funds	\$ 908,000	\$ 5,136,000	\$ 6,044,000


Respectfully submitted,


 CYNTHIA J. KURTZ
 City Manager

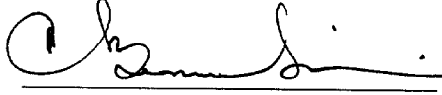
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