

Agenda Report

TO: CITY COUNCIL August 23, 2004

THROUGH: Finance Committee

FROM: City Manager

SUBJECT: Setting Priorities for Gold Line Phase I Enhancement Projects and Approve Journal Voucher Recognizing \$5,415,000 in Gold Line Surplus Funds

RECOMMENDATION:

It is recommended that the City Council:

1. Approve the priority order for completing the FY 2005 Capital Improvement Program project, Gold Line Phase I – Project Enhancements, with use of Gold Line Phase I surplus funds as follows:
 - a. Sierra Madre Villa Station – South Pedestrian Overcrossing - \$2,400,000
 - b. Fillmore Station Pedestrian Plaza – Raymond Avenue to Station and Fillmore Street Lighting and Traffic Signal Improvements - \$100,000
 - c. Information Kiosks - \$90,000
 - d. Noise Mitigation for Freeway Stations - \$2,825,000
2. Approve a journal voucher recognizing \$5,415,000 from the Los Angeles to Pasadena Metro Blue Line Construction Authority and appropriating \$2,400,000 to Budget Account 75068 (South Access Pedestrian Bridge to the Sierra Madre Villa Light Rail Station) and \$3,015,000 to Budget Account 75506 (Gold Line Phase I – Project Enhancements); and
3. Approve a journal voucher recognizing and appropriating \$151,000 of Light Rail Reserves (Proposition C) to Budget Account 75506 (Gold Line Phase I – Project Enhancements).

BACKGROUND:

On April 5, 2004, the City Council approved an agreement between the Los Angeles to Pasadena Metro Blue Line Construction Authority (“Construction Authority”) and

the City of Pasadena for the distribution of surplus funds after the closeout of the Gold Line Phase I project.

On May 24, 2004, the City Council approved the FY 2005 Capital Improvement Program, which included the Gold Line Phase I - Project Enhancements of the Traffic Control and Facilities section. This project consists of twelve enhancement projects along the Gold Line route and stations.

On July 14, 2004, the Construction Authority's Board of Directors approved the City of Pasadena's application for receipt of surplus funds in the amount of \$5,415,000 based upon the approved surplus revenue formula. With these surplus funds, the Gold Line Enhancement Projects are recommended for approval in the following priority order:

a. Sierra Madre Villa Station – South Pedestrian Overcrossing

This project consists of the completion of the southern access pedestrian overcrossing over the eastbound lanes of the 210 Freeway, the elevator/stair tower at south end of bridge, and the necessary improvements and acquisition of a portion of the OSH property on Colorado Boulevard and Maple Street. The construction estimate for the project was revised by the City's consultant due to increases in structural steel, concrete and land values and was increased from \$5,100,000 to \$5,500,000. This project has \$3,100,000 of approved funding in Budget Account 75068.

Estimated Cost: \$5,500,000
Gold Line Surplus Funds: \$2,400,000

b. Fillmore Station Pedestrian Plaza – Raymond Avenue to Station and Fillmore Street Lighting and Traffic Signal Improvements

Closure of Fillmore Street from Raymond Avenue east to the cul-de-sac includes the following elements: Removal of the existing street, modification of the existing drainage system, and construction of decorative walkways, lighting, benches, bike racks and kiosks for enhancement of the Fillmore Station. Decorative colored crosswalks, pedestrian lighting, street trees, benches and trash receptacles will be installed on Fillmore Street between Raymond and Fair Oaks Avenues. A new traffic signal will be installed at Fair Oaks Avenue and Fillmore Street for pedestrians traveling between the Fillmore Station and Huntington Hospital area.

Estimated Cost: \$500,000
Gold Line Surplus Funds: \$100,000 (Design Only)

c. Information Kiosks

This project will place intermodal way-finding information kiosks at Gold Line stations in Pasadena.

The City of Pasadena engaged the design services of an environmental graphic design firm to develop a free-standing information kiosk to be located adjacent to the six Pasadena Metro Gold Line stations and throughout the various business districts in the City. The kiosks will provide information related to the Gold Line transit system, directions to activities and events throughout the various business districts, and will promote City of Pasadena sponsored events. The kiosks will exhibit an electronic interface (i.e., LED monitor, CPU, input interface) and static graphic information. The kiosks will also provide storage area for limited printed materials. Staff has laid out a plan for twelve kiosks at the Gold Line stations. The initial installation will provide one each at the six Pasadena Gold Line stations. The remaining kiosks will be purchased as funding allows and in partnership with service clubs and interested individuals who have indicated a desire to participate upon initial installation.

Estimated Cost: \$90,000
Gold Line Surplus Funds: \$90,000

d. Noise Mitigation for Freeway Stations

The project will add soundwalls to three Gold Line stations along the 210 Freeway: Lake Avenue, Allen Avenue, and Sierra Madre Villa Avenue. The soundwalls are to mitigate the noise from the freeway for passengers waiting for Gold Line trains. The soundwalls will be constructed on both sides of the stations, either on top of or behind the existing K-rail along the HOV lane of the 210 Freeway. This proposal will require MTA and Caltrans approval, and the project will receive the remaining funds in the amount of \$2,825,000.

Estimated Cost: \$3,000,000 (Preliminary Estimate)
Gold Line Surplus Funds: \$2,825,000

Other Gold Line Phase I – Enhancement Projects considered but not recommended at this time are:

e. Pasadena LRT Tracking and Network Monitoring System

This project is designed to complement and upgrade the existing Pasadena LRT Automated Traffic Control System (ATCS) by integrating standard train tracking capabilities as well as monitoring of all transportation systems associated with the Pasadena Metro/Gold Line.

Scope and Development: As currently used by the MTA, the Supervisor Control and Data Acquisition (SCADA) system allows real-time train tracking capabilities via the rails along the tracks. This project will integrate all

necessary transceivers, control and communication equipment from the SCADA system into strategic control cabinets along Arroyo Parkway and Raymond Avenue as well as the Traffic Management Center.

This project should also develop all associated software(s)/firmware(s) needed for multi-agency integration, including real-time graphical display of train locations and movement.

Estimated Cost: \$400,000

f. Vehicle Arrival Information

NextBus provides actual arrival information, updated at regular intervals. Because traffic variations, breakdowns, and day-to-day problems faced by any transit provider can interrupt service, NextBus was designed to keep riders on schedule. From the comfort and security of a protected location, passengers can learn when the next bus will arrive at a stop. NextBus uses satellite technology and advanced computer modeling to track vehicles on their routes as each vehicle is fitted with a satellite tracking system.

Taking into account the actual position of the buses, their intended stops, and the typical traffic patterns, NextBus can estimate vehicle arrivals with a high degree of accuracy and this estimate is updated constantly. The predictions are then made available on the World Wide Web and to wireless devices including signs at bus stops and businesses, Internet capable cell phones, Palm Pilots, and other Personal Digital Assistants (PDAs).

Estimated Cost: \$600,000

g. Pedestrian Lighting near Gold Line Stations

Install pedestrian lighting on Raymond Avenue between Glenarm Street and California Boulevard per the South Fair Oaks Specific Plan, and on Allen Avenue between Colorado Boulevard and Corson Street per the East Colorado Specific Plan.

Estimated Cost: \$700,000

h. Street Improvements on Halstead Street from Electric Drive to Sierra Madre Villa Station

Project Description:

1. Install electronic message boards for east- and westbound freeway traffic for parking accessibility at the Sierra Madre Villa parking structure.
2. Remove existing cross and longitudinal gutters at Foothill Boulevard and Halstead, and construct new cross gutters and other miscellaneous street improvements at the intersection.

3. Install landscaping, irrigation systems, and center fence on existing medians on Sierra Madre Villa Avenue between Colorado Boulevard and Foothill Boulevard.

These enhancements will improve safety and traffic circulation for pedestrian and vehicular access leading to the Gold Line station. The electronic message boards will provide advance notice regarding parking conditions at the Sierra Madre Villa Station.

Estimated Cost: \$500,000

i. Improvements to MTA Right-of-Way between Green Street and Holly Street

Improve MTA right-of-way with a special colored concrete pavement, pedestrian lights, landscaping, benches and trash receptacles per the Old Pasadena Streetscapes and Alley Walkways Plan. This project will improve pedestrian travel from the Memorial Park Station into Old Pasadena. This project has \$500,000 of approved funding in Budget Account 75021.

Estimated Cost: \$750,000

Funding Shortfall: \$250,000

j. Allen Avenue Station Improvements

Add decorative tile and accents to entry-level walls to match outside tile and accents.

Estimated Cost: \$150,000

k. Traffic Signal Upgrades for Automated Traffic Control System (ATCS) Intersections

Upgrade 20 signalized intersections with battery back-up, 8" to 12" traffic signal head conversion, and LED upgrades. This project will improve City traffic safety at the City's three at-grade crossings (Del Mar, California, and Glenarm) in case of power outages within the ATCS.

Estimated Cost: \$400,000

l. Fence Line Landscaping & Irrigation between Fillmore and Del Mar Station

Install landscaping and an irrigation system along Gold Line fences between Del Mar Boulevard and Glenarm Street.

Estimated Cost: \$500,000

The Noise Mitigation for Freeway Stations will receive the remaining funds in the amount of \$2,825,000. Because of the size and location of the freeway station platforms and the Gold Line right-of-way, there are limited options available to reduce station noise levels. A concept plan of the proposed soundwalls will require preliminary approval by Caltrans and the MTA before the City can begin the environmental phase. Comments from Caltrans and the MTA will allow the City to determine if soundwalls are feasible at the three freeway stations. Once this phase is completed, staff will report these findings to the City Council and provide cost estimates for constructing soundwalls at each freeway station. At that time, staff will provide information regarding the total funding needs for the project.

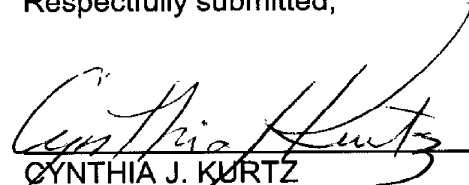
The agreement for disbursement of surplus funds states that administrative, oversight, consultant, or other "overhead" fees may not be charged against surplus revenue carryover funds, but are to be borne by the grantee agencies as their "local" contribution to the projects. Since the Sierra Madre Villa Station – South Pedestrian Overcrossing is partially funded with \$2,500,000 of Light Rail Reserves (Prop. A and C) and \$600,000 of Federal Bus and Bus Facilities Funding, the City will not need to add funding for the overhead fees required by the agreement. The other three projects will need to have funds added to cover the City's overhead cost.

Overhead cost for large capital projects average about 5% of the project cost. The total of surplus funds being allocated to the Fillmore Station Pedestrian Plaza, Information Kiosks, and Noise Mitigation for Freeway Stations is \$3,015,000. To cover the City's overhead cost, an additional \$151,000 from the Light Rail Reserves (Prop. C) will be appropriated to Budget Account 75506 (Gold Line Phase I – Enhancement Projects).

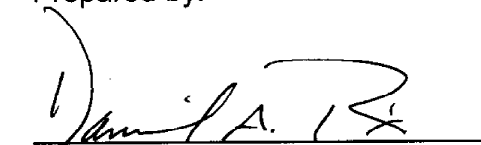
FISCAL IMPACT:

Upon approval of the recommended journal vouchers, funds for these projects will be available in Budget Account 75068 (South Access Pedestrian Bridge to the Sierra Madre Villa Light Rail Station), and Budget Account 75506 (Gold Line Phase I – Enhancement Projects).

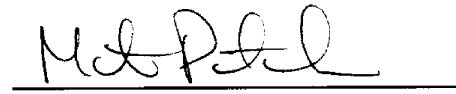
Respectfully submitted,


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