

# Agenda Report

**TO:** CITY COUNCIL **DATE:** February 14, 2005

**THROUGH:** FINANCE COMMITTEE

**FROM:** CITY MANAGER

**SUBJECT:** AMEND THE FISCAL YEAR 2005 ADOPTED CAPITAL IMPROVEMENT BUDGET TO FUND GOLD LINE PHASE I ENHANCEMENT PROJECTS AND APPROVE A JOURNAL VOUCHER RECOGNIZING \$2,250,000 IN GOLD LINE PHASE I SURPLUS FUNDS

## RECOMMENDATION

It is recommended that the City Council:

1. Amend the FY 2005 Capital Improvement Program project to fund the following Gold Line Phase I – Project Enhancements, using Gold Line Phase I surplus funds:
  - a. Noise Mitigation for Freeway Stations - \$200,000
  - b. Improvement to Los Angeles County Metropolitan Transportation Authority (MTA) Right-of-Way between Green Street and Holly Street - \$250,000
  - c. Vehicle Arrival Information - \$600,000
  - d. Pedestrian Lighting near Fillmore and Allen Stations - \$700,000
  - e. Traffic Signal Upgrades for Automated Traffic Control System (ATCS) Intersections - \$400,000
  - f. Street Improvements on Halstead Street at Foothill Boulevard - \$100,000
2. Approve a journal voucher recognizing \$2,250,000 from the Los Angeles to Pasadena Metro Blue Line Construction Authority and appropriate 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 August 23, 2004, the City Council approved a journal voucher recognizing \$5,415,000 in Gold Line Surplus funds for the following Gold Line Enhancement projects:

1. Sierra Madre Villa Station – South Pedestrian Overcrossing - \$2,400,000
2. Fillmore Station Pedestrian Plaza – Raymond Avenue to Station and Fillmore Street Lighting and Traffic Signal Improvements - \$100,000 (Design Only)
3. Information Kiosks - \$90,000
4. Noise Mitigation for Freeway Station - \$2,825,000

On November 22, 2004, the City Council approved a journal voucher recognizing \$400,000 of the Light Rail Reserve (Proposition C) to complete the funding required to construct the Fillmore Station Pedestrian Plaza Improvements (item 2 above).

On December 8, 2004, the Construction Authority's Board of Directors approved the City of Pasadena's application for receipt of surplus funds in the amount of \$2,250,000 based upon the approved surplus revenue formula. With these surplus funds, the additional Gold Line Enhancement Projects are recommended for approval in the following priority order:

1. Noise Mitigation for Freeway Stations

The objective of the project is to mitigate the noise from the freeway for passengers waiting for Gold Line trains. The project will reduce noise levels to below the maximum acceptable noise thresholds at three Gold Line stations along the 210 Freeway: Lake Avenue, Allen Avenue, and Sierra Madre Villa Avenue. Potential solutions to reduce traffic noise levels at the station platforms include, but are not limited to, sound walls, platform enclosures and pedestrian shelters.

Staff is currently in the process of securing a consultant to prepare a detailed noise mitigation study which will include a detailed breakdown of costs and analysis of the various alternatives to determine the preferred alternative to reduce noise levels at the Gold Line stations. It is anticipated that the detailed

noise mitigation study will be completed by the end of Fiscal Year 2005. The proposed solution will require MTA and Caltrans approval.

Estimated Cost:	\$3,000,000 (preliminary estimate)
Gold Line Surplus Funds:	\$2,825,000 (approved August 23, 2004)
Gold Line Surplus Funds:	\$ 200,000

## 2. 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, bike racks and lockers, and trash receptacles per the Old Pasadena Streetscapes and Alley Walkways Plan. This project will improve pedestrian travel from the Memorial Park and Del Mar stations into Old Pasadena. The project has \$500,000 of approved funding in Budget Account 75021. Ownership transfer between the Construction Authority and the MTA has been completed. We expect a draft easement agreement from the MTA for City review later this month. The project is scheduled to start construction in August 2005.

Estimated Cost:	\$750,000
Approved Funding in FY 04:	\$500,000
Gold Line Surplus Funds:	\$250,000

## 3. Vehicle Arrival Information

Implement a real-time arrival information system for the City's ARTS buses. Real-time arrival systems are designed to provide up-to-date information that increases transit users' confidence in the service, making public transit a more viable travel option.

From the comfort and security of a protected location, passengers can learn when the next bus will arrive at a stop. Satellite technology and advanced computer modeling 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, the system 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 Internet-capable cell phones, Palm Pilots, and other Personal Digital Assistants (PDAs). The project as proposed includes the installation of display signs at several major bus stop locations, such as the stops adjacent to Gold Line stations.

Estimated Costs:	\$600,000
Gold Line Surplus Funds:	\$600,000

4. Pedestrian Lighting near Fillmore and Allen 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. This improvement will enhance pedestrian safety in the vicinity of the Fillmore and Allen Avenue Gold Line stations.

Estimated Cost: \$700,000  
Gold Line Surplus Funds: \$700,000

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

Upgrades 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  
Gold Line Surplus Funds: \$400,000

6. Street Improvements on Halstead Street at Foothill Boulevard

Remove existing cross and longitudinal gutters on Halstead Street at Foothill Boulevard, and construct new cross gutters and other miscellaneous street improvements at the intersection. This enhancement will improve safety for vehicles traveling north and southbound on Halstead Street near the Sierra Madre Villa Station.

Estimated Cost: \$100,000  
Gold Line Surplus Funds: \$100,000

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

7. Improvements near the 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) 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. Item 1 (electronic message boards) can be deferred until warranted by parking demand and until the MTA employs staff at the garage to monitor conditions and update the messages. Item 2 (median landscaping and irrigation on Sierra Madre Villa Avenue) will be deferred until the joint developer at this site completes his median island improvements.

Estimated Cost: \$400,000

8. Allen Avenue Station Improvements

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

Estimated Cost: \$150,000

9. 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/firmware needed for multi-agency integration, including real-time graphical display of train locations and movement.

Estimated Cost: \$400,000

10. Fence Line Landscaping and 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

Gold Line Surplus Funds cannot be used for overhead costs. The Proposition C funds approved on November 22, 2004 in the amount of \$400,000 will more than provide the necessary local funds needed to cover the City's overhead costs of approximately \$113,000.

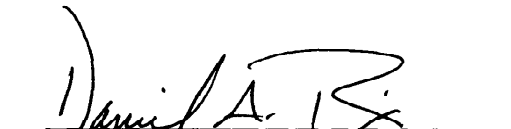
**FISCAL IMPACT**

Upon approval of the recommended journal voucher, funds for these additional priority projects will be available in Budget Account 75506 (Gold Line Phase I – Enhancement Projects).

Respectfully submitted,

  
CYNTHIA J. KURTZ  
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