

Agenda Report

October 21, 2013

TO: Honorable Mayor and City Council

FROM: Department of Transportation

SUBJECT: AUTHORIZE THE CITY MANAGER TO EXECUTE ALL AGREEMENTS WITH THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ASSOCIATED WITH THE RECEIPT OF GRANT FUNDING AND THE IMPLEMENTATION OF THE METRO GOLD LINE AT-GRADE CROSSING MOBILITY ENHANCEMENTS PROJECT

RECOMMENDATION:

It is recommended that the City Council:

1. Find that the Metro Gold Line At-Grade Crossing Mobility Enhancements Project is exempt from review pursuant to the California Environmental Quality Act ("CEQA"), pursuant to State CEQA Guidelines Section 15301, Existing Facilities, and identified as an activity listed in 23 CFR 771.117(c)(3); and
2. Authorize the City Manager to execute all agreements with the Los Angeles County Metropolitan Transportation Authority (Metro) associated with the receipt of grant funding and the implementation of the project.

BACKGROUND:

The City applied for funds during the 2009 Los Angeles County Metropolitan Transportation Authority Call for Projects. The Metro Gold Line At-Grade Crossing Mobility Enhancements Project was approved through the Call for Projects and funding was set aside pending approval of a Memorandum of Understanding/Letter of Agreement. The total funding for the project is \$1,695,366 which includes a 20% local match requirement.

This project will enhance the existing signal system operations of Pasadena's Light Rail Transit - Advanced Traffic Control System by providing improved communication between the railroad grade crossing signal equipment and the traffic signal equipment. The project will tie signal synchronization and adaptive traffic signal control to the information received by the rail infrastructure to improve mobility and enhance pedestrian and motorist safety at three high volume at-grade crossings along regional multi-modal transportation corridors in the City of Pasadena. This network includes the three at-grade Metro Gold Line crossings

of Glenarm Street, California Boulevard and Del Mar Boulevard as well at the adjacent north/south corridors of Raymond Avenue, Arroyo Parkway and Marengo Avenue.

The project includes the following elements:

1. Development of a grade crossing interface module and implementation of enhanced or serial communication between the traffic signal control software and the railroad grade crossing controller at the three Metro Gold Line at-grade crossings of Glenarm Street, California Boulevard and Del Mar Boulevard.
2. Adaptive Traffic Control System along the following major corridors adjacent to the at-grade crossings of the Metro Gold Line:
 - i. Raymond Avenue
 - ii. Arroyo Parkway
 - iii. Marengo Avenue
3. Design and installation of intersection improvements including the addition of vehicle detection/actuation at the intersection of Marengo Avenue and Glenarm Street.
4. Traffic signal controller upgrades for the traffic signals with existing interconnect to the Metro Gold Line at-grade crossings. Eight intersections on both sides of the grade crossings of Glenarm Street, California Boulevard and Del Mar Boulevard will be equipped with upgraded traffic signal controller software and associated hardware to allow for enhanced or serial interface communication with the at-grade crossing. In addition, six other intersections along these corridors will be modified for adaptive traffic control.

The project is currently scheduled for design in FY 2014 with construction to be completed in FY 2016.

COUNCIL POLICY CONSIDERATION:

The Metro Gold Line At-Grade Crossing Mobility Enhancements Project supports the General Plan, enhancing a multimodal transportation system. The Metro Gold Line At-Grade Crossing Mobility Enhancements Project will directly assist the Department of Transportation in implementing the four major objectives of the Mobility Element:

- Promote a livable community
- Encourage non-auto travel
- Protect neighborhoods by discouraging traffic from intruding into neighborhoods
- Manage multimodal corridors to promote and improve citywide transportation services

ENVIRONMENTAL ANALYSIS:

The Metro Gold Line At-Grade Crossing Mobility Enhancements Project is exempt from review pursuant to the California Environmental Quality Act ("CEQA"), pursuant to State CEQA Guidelines Section 15301, Existing Facilities, and identified as an activity listed in 23 CFR 771.117(c)(3).

FISCAL IMPACT:

The cost of this action will be \$1,695,366. Approval of this Memorandum of Understanding/ Letter of Agreement will enable the City to obtain \$1,356,293 through the Los Angeles County Metropolitan Transportation Authority to design, construct and complete this project.

The following table presents a summary of the sources of funds that will be used.

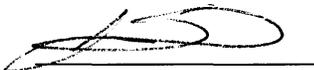
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|---|--------------|
| Gold Line Surplus Funds (local match) | \$ 339,073 |
| MTA - Federal Flexible Congestion Mitigation and Air Quality (CMAQ) Funds | \$ 1,356,293 |
| Total Sources | \$ 1,695,366 |

Respectfully submitted,



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Approved by:



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