



# Agenda Report

November 25, 2019

**TO:** Honorable Mayor and City Council

**FROM:** Department of Transportation

**SUBJECT: AMENDMENT TO CONTRACT 31434 WITH POINT C, LLC (Point C)  
FOR CONSULTANT SERVICES TO CONDUCT A STATE ROUTE 710  
NORTHERN STUB REPURPOSING TECHNICAL FEASIBILITY  
ASSESSMENT**

## **RECOMMENDATION:**

It is recommended that the City Council:

1. Find that this action is exempt under the California Environmental Quality Act (CEQA) in accordance with Section 15061(b)(3), the General Rule that CEQA only applies to projects that may have an effect on the environment;
2. Authorize the City Manager to amend Contract 31434 with Point C to increase the contract amount by \$269,568, thereby increasing the total not to exceed amount from \$184,000 to \$453,568 through December 31, 2020, for consultant services to conduct a SR 710 northern stub repurposing technical feasibility analysis; and
3. To the extent, this could be considered a separate procurement subject to the Competitive Selection Process, it is further recommended that the City Council grant the proposed contract an exemption from the Competitive Selection Process pursuant to Pasadena Municipal Code (P.M.C.) Section 4.08.049(B), contracts for which the City's best interests are served.

## **BACKGROUND:**

On March 11, 2019, City Council authorized the City Manager to enter into a contract with Point C for consultant services to implement a strategy to advance City interests in the State Route 710 alignment between I-210 and I-10 interchanges.

In the November 26, 2018 State Route 710 North Project Final Environmental Impact Report/Environmental Impact Statement (Final EIR/EIS), Caltrans identified the Transportation System Management/Transportation Demand Management (TSM/TDM)

as the locally preferred alternative. Since then, the Los Angeles County Metropolitan Transportation Authority (Metro) has coordinated the advancement of TSM/TDM efforts to be implemented in lieu of at 710 North connection.

Identifying the TSM/TDM as the locally preferred alternative has facilitated local, multi-modal capacity enhancement projects to advance and be implemented, however, this action alone did not preclude the possibility of a future 710 North freeway connection. As long as the gap corridor remains listed in the California freeway and expressway system, the potential of a future connection exists.

Pasadena's goal is to not only have the 710 North gap corridor delisted from the State highway system, but to have the streets within the City boundaries to be relinquished and regain local control. Achieving relinquishment requires several interim steps including reaching an agreement with Caltrans, state legislation delisting the corridor and a final determination by the California Transportation Commission.

On October 12, 2019, two bills were signed into law that set Pasadena on the path towards relinquishment. SB 7 (Portantino) and AB 29 (Holden) remove the 710 N corridor segment between Alhambra Avenue (City of Los Angeles) and California Boulevard (City of Pasadena) from the State Highway System effective January 1, 2024. In addition, SB 7 indicates that upon reaching an agreement with Caltrans, Pasadena shall retain local control of the street system. The portion of land not included in the legislation was the relinquishment of the area north of California Blvd to the 210 freeway commonly referred to as the "Northern Stub".

Pasadena and Caltrans have established a working group to consider and determine the terms of an agreement. An initial step towards reaching an agreement is to identify a transportation planning framework for reconnecting neighborhoods and providing local mobility and access while also addressing regional connectivity.

It is in the best interests of the City to conduct a technical feasibility assessment at this time that includes both a traffic analysis and an engineering analysis. Specialized expertise is needed to develop the technical feasibility assessment and continue the coordination effort with Caltrans. To that end, staff is requesting to amend Contract 31434 with Point C, a Pasadena firm, to assist with developing a traffic feasibility assessment of the SR 710 northern stub repurposing.

An amendment to the Point C contract is recommended because of their current involvement in the development and implementation of a strategy to advance city interests in the SR 710 North alignment between I-210 and I-10 interchanges, in addition to their history of similar work.

The most beneficial strategy for Pasadena in the SR 710 North corridor involves continuing a collaborative partnership with the State and Metro that could deliver outcomes that would knit the City back together while providing regional benefits for the

transportation system. Such outcomes will require legislative and governmental expertise and technical leadership in transportation, planning and engineering.

Point C has a history of delivering projects that involve complex multi-jurisdictional agreements and integration across technical disciplines. Projects successfully completed by Point C have included coordination with the California State Transportation Agency (CalSTA), Caltrans and regional and local agencies. These projects include corridor partnerships for US 101 in San Mateo County, SR 138 in Los Angeles County and US 101 in Santa Barbara County. In Pasadena, Point C facilitated the implementation of the Gold Line by developing the strategic approach and legislative template for establishing a Pasadena Blue Line Construction Authority to “design-build” this project and, upon completion, turn it back to Metro to operate. More recently, Point C has been leading development of an aerial tramway that connects Union Station to Dodger Stadium.

**COUNCIL POLICY CONSIDERATION:**

A strategy to assist the City in developing the means to better align future land use and transportation projects in the SR 710 North corridor will assist in implementing the following objectives of the Mobility Element:

- Policy 1.2 - Promote greater linkages between land uses and transit, as well as non-vehicular modes of transportation to reduce vehicular trip related emissions.
- Policy 1.3 - Recognize the distinctive transportation needs of the community and deliver appropriate transportation services developed through public outreach programs.
- Policy 1.26 - Continue to coordinate with other governmental agencies in the area, including municipalities, SCAG, MTA and the San Gabriel Council of Governments to address issues of mutual concern related to the transportation system.

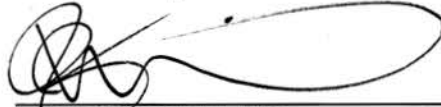
**ENVIRONMENTAL ANALYSIS:**

The City’s Environmental Administrator has determined this contract is categorically exempt under the California Environmental Quality Act (“CEQA”) Guidelines in Section 15061 (b) (3), the General Rule. The proposed action is to develop and implement a strategy for protecting the City’s interests in the SR 710 North corridor. The activity is covered by the general rule that CEQA only applies to programs that have a potential for causing a significant effect on the environment. A Notice of Exemption for the program will be filed with the Los Angeles County Clerk before the end of this month, as required. In addition, there are no changed circumstances or new information which would require further environmental review.

**FISCAL IMPACT:**

The cost of this action will be \$269,568, for a revised total contract value of \$453,568. The contract administration cost has been programmed in both the City Manager's and Transportation Department's annual operating budget. City staff time from several departments would be needed to support development of the strategy. Existing budget appropriation for the FY 2020 portion of this contract award is available in the City Manager's operating budget in account 10111000-811500 (\$100,000) and Transportation Department's operating budget in accounts 10124001-811400 (\$84,784) and 10124003-811400 (\$84,784). The FY 2021 portion of the contract will be included in the City Manager's Office budget request. City staffing costs to manage this contract and participate in the project are minimal and will be absorbed within the operating budgets of the departments involved in the project.

Respectfully submitted,



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LAURA CORNEJO

Director

Department of Transportation

Approved by:



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STEVE MERMELL

City Manager