

Agenda Report

March 11, 2019

TO: Honorable Mayor and City Council

FROM: Department of Transportation

SUBJECT: CONTRACT AWARD TO POINT C FOR CONSULTANT SERVICES TO DEVELOP AND IMPLEMENT A STRATEGY TO ADVANCE CITY INTERESTS IN THE STATE ROUTE 710 ALIGNMENT BETWEEN I-210 AND I-10 INTERCHANGES

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 enter into a contract, without competitive bidding pursuant to City Charter Section 1002(F), contracts for professional or unique services, with Point C for consultant services to develop and implement a strategy to advance city interests in the State Route 710 alignment in an amount not to exceed \$184,000 which includes the base contract amount of \$167,500 and a contingency of \$16,500 to provide for any necessary change orders.
3. It is further recommended that the City Council grant the proposed contract an exemption from the Competitive Selection process pursuant to Pasadena Municipal Code Section 4.08.049(B) contracts for which the City's best interests are served.

BACKGROUND:

Caltrans, in its release on November 26, 2018 of the Final Environmental Impact Report/Environmental Impact Statement (Final EIR/EIS) for the State Route 710 North Project, identified the Transportation System Management/Transportation Demand Management. (TSM/TDM) as the locally preferred alternative. This action by Caltrans allows for the TSM/TDM projects to be implemented but does not preclude a freeway tunnel in the future as the SR 710 North continues to be listed in the California freeway and expressway system. As long as the SR 710 North is listed, Caltrans is directed to pursue a freeway or expressway connection in the listed corridor. Delisting the roadway

segment would remove the directive. Delisting requires action by the California Transportation Commission to remove the roadway segment from the freeway and expressway system. One of the avenues to accomplish that action is for the legislature to direct such an action.

Accordingly, there are bills pending in both houses of the State legislature that would either remove the SR 710 North from the California freeway and expressway system (AB 20) or would prohibit Caltrans from implementing a freeway tunnel or surface freeway or expressway for Route 710 between Route 10 and Route 210 (SB 7).

Should either of these bills be adopted, the regular course to be followed by Caltrans would likely result in less than optimal outcomes for the City under one of the two following scenarios:

- Caltrans could cede back the existing rights of way (i.e., the Stub, South Pasadena Avenue, etc.), to the City, as well as the remainder of the former SR 710 right of way, leaving the City with no financial means to improve said property; or
- Caltrans could cede back the existing rights of way, as noted, and declare the remainder of the stub between Walnut and California as “excess right of way” and, under Caltrans procedures, sell off this property to the highest bidder (according to specific rules and some exceptions for existing uses), leaving the City of Pasadena with multiple owners and land use/zoning control, but nothing more. Based on the amount of property and the value in today’s real estate market, the City would have scant ability to acquire this property.

Neither of these outcomes would benefit the City and could result in a substantial financial cost should the City become responsible for maintenance of the roadway infrastructure.

It is in the best interests of the City to develop and evaluate strategies that would provide for outcomes that would be more environmentally and economically beneficial to the City than either of the above options or the status quo. Specialized expertise is needed to develop such strategies. To that end, it is in the City’s best interest to retain Point C to assist with developing and implementing strategies to position the City for a positive outcome in SR 710 North.

Point C, a Pasadena firm, is recommended because of their history of similar work, including in Pasadena where 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 the Los Angeles County Metropolitan Transportation Authority (Metro) to operate. More recently, Point C is leading development of an aerial tramway that connects Union Station to Dodger Stadium.

The most beneficial strategy for Pasadena in the SR 710 North corridor is likely to involve developing a 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 and addressing statewide issues such as housing production. Such outcomes will require legislative and governmental expertise and technical leadership in transportation, planning and economic development.

Point C has a history of delivering projects that involve complex multiple jurisdiction agreements and integration across technical disciplines. Among the projects successfully completed by Point C that involved coordination with the California State Transportation Agency (CalSTA), Caltrans and regional and local agencies are corridor partnerships for US 101 in San Mateo County, SR 138 in Los Angeles County and US 101 in Santa Barbara County.

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:

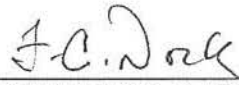
The City's Environmental Administrator has determined this contract is categorically exempt under the California Environmental Quality Act ("CEQA") Guidelines in Section 15061 (b) (3), the General Rule. The proposed action is to develop and implement a strategy for protecting the City's interests in the SR 710 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 total compensation under this contract will be an amount not to exceed \$184,000 corresponding to \$167,500 as base contract and \$16,500 set aside as a contingency for any unforeseen project costs. The contract administration cost has been programmed in the City Manager'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 2019 portion of this contract award is available in the Transportation Department's operating budget in account 10124001-811400. The FY 2020 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,

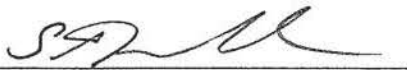


FREDERICK C. DOGK

Director

Department of Transportation

Approved by:



STEVE MERMELL

City Manager