

# Agenda Report

TO: City Council DATE: September 10, 2001

THROUGH: Finance Committee

FROM: City Manager

SUBJECT: Approval of Betterment Agreements with the Los Angeles to Pasadena Metro Blue Line Construction Authority for additional elevators at the Sierra Madre Villa and Allen Avenue Stations for an Amount Not to Exceed \$400,000 and for the construction of Quad Gates at the Light Rail Track crossings at Del Mar and California Boulevards for an Amount Not to Exceed \$250,000.

## **RECOMMENDATION:**

It is recommended that the City Council:

1. Amend the Recommended FY 2002-2006 Capital Improvement Program (CIP) to include a new project, Additional Elevators at the Sierra Madre Villa and Allen Avenue Stations, for an amount not to exceed \$400,000;
2. Authorize the City Manager to execute Betterment Agreements with the Los Angeles to Pasadena Metro Blue Line Construction Authority to design and construct a second elevator at the Sierra Madre Villa and Allen Avenue Stations. Competitive bidding is not required pursuant to City Charter Section 1002(H) contracts with other governmental entities;
3. Approve a Journal Voucher appropriating \$400,000 from the Prop. A Reserve for Future Light Rail Projects to install the additional elevators at the Sierra Madre Villa and Allen Avenue Stations (account number 75057); and
4. Authorize the City Manager to execute a Betterment Agreement with the Los Angeles to Pasadena Metro Blue Line Construction Authority to design and construct quad gates at the intersections of the Blue Line Light Rail at Del Mar and California Boulevards. Competitive bidding is not required pursuant to City Charter Section 1002(H) contracts with other governmental entities.

## **COMMISSION RECOMMENDATIONS:**

1. The Light Rail Station Design Review committee recommended a second elevator at the Sierra Madre Villa and Allen Avenue Stations in July 2001.
2. The Transportation Advisory Commission recommended the Quad Gates at Del Mar and California Boulevards in March 2000.

**BACKGROUND:**

The City of Pasadena established a Reserve for Future Light Rail Projects in 1983. The source of the Reserve was a 20% set aside from Proposition A and C Local Return Funds from transportation taxes approved by the public in 1980 and 1990. This reserve is to be used for enhancements and improvements to the Blue Line Light Rail project that are not included in the overall construction project budget. In August, 1996, a list of possible projects including architectural, art, landscape, canopy, roadway and access improvements were presented to Council. None of the planned betterments were proposed for Council approval as the project was shut down by the Metropolitan Transportation Authority. Now that the project has been restarted through the new Construction Authority, the City has resumed plans for betterments and has informed the Authority of the City desires. The City has requested designs and budgets so staff may make requests to the Commissions and City Council.

**Elevators**

In a Blue Line Construction Authority action to reduce costs of construction, the second elevators at the Sierra Madre Villa and Allen Avenue Stations were removed from the project. After review, City staff felt second elevators were needed for safety and operational needs. The stations are well removed from the station entrances and require using many steps. A second elevator will provide better service and reduce inconvenience if one elevator is out of service due to maintenance or operational problems.

**Quad Gates**

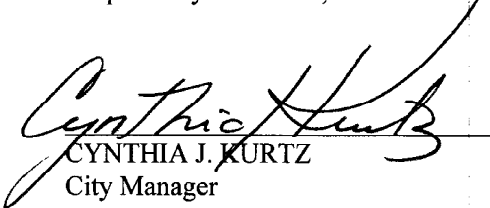
The Department of Public Works and Transportation staff has worked with the Blue Line Construction Authority in preparing designs and implementation of quad gates at Del Mar Boulevard and California Boulevard. The quad gates are in conformance with the Blue Line Construction Authority Public Utilities Application for installation of quad gates at grade crossings. The Metropolitan Transportation Authority (MTA) has had problems with persons driving around closed safety gates. The MTA installed quad gates consisting of four gates at a railroad crossing rather than the standard two gates at a test crossing. The test was supposed to last two years but it was so successful the test period was stopped in one year and the quad gates test program submitted to CALTRANS for review. General guidelines were issued by CALTRANS.

Quad gates will not allow cars through a gated crossing. In communities with potentially dangerous crossings or where the community desires extra protection, quad gates are a safe solution. Cars can not be trapped between gates as sensors in the street itself will signal to keep the escape direction gate open until the car passes safely through the exit gate area. Pasadena, South Pasadena and Los Angeles all received MTA grants for quad gates. Quad gates are being used increasingly throughout the United States to aid in making potentially dangerous crossings increasingly safer.


**FISCAL IMPACT:**

Sufficient funds are available in the Prop. A Reserve for Future Light Rail Projects. The Journal Voucher would result in the Prop. A Reserve for Future Light Rail Projects reduction of \$400,000, \$200,000 for each elevator resulting in a new unappropriated balance of \$8,020,257.

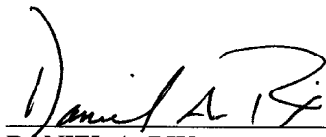
Respectfully submitted,

  
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