

Agenda Report

TO: CITY COUNCIL

DATE: January 29, 2001

FROM: City Manager

SUBJECT: Authorization to apply for Grants from the Los Angeles County Metropolitan Transportation Authority (MTA) to Supplement SR 710 Mitigation Funding Provided by the U. S. Congress Bill H R 5394

RECOMMENDATION:

It is recommended that City Council:

1. Adopt a resolution approving the submission of a grant application to MTA for the local matching funds for federal mitigation funding provided by the U. S. Congress Bill H R 5394 (Traffic Mitigation)
2. Authorize the City Manager to complete all materials associated with the application and agreements for the acceptance of the MTA grants for the eight identified projects.

BACKGROUND:

In October 2000, the United States Congress passed the transportation bill H. R. 5394 that funded transportation projects throughout the nation. The bill specifically earmarked a total of \$46 million for surface transportation improvements to mitigate traffic congestion in the SR-710 Corridor resulting from the freeway gap. The funds are to be shared by Pasadena, South Pasadena, and El Sereno (Los Angeles), with a total allocation to Pasadena of \$24.5 million.

In January 2001, California Department of Transportation (Caltrans) notified the City of Pasadena of requirements for use of the funds, including:

- Projects must be programmed in the Federal Transportation Improvement Program (FTIP),
- Funding would be administered by Caltrans through the Local Programs Office using Local Assistance Procedures, and
- The \$24.5 million in federal funding requires a local match of 20%.

These requirements are standard for federal Surface Transportation Improvement Funds. Caltrans also identified that the local matching fund requirement of \$6.1 million can be requested through the Los Angeles County Metropolitan Transportation Authority (MTA) 2001 Call for Projects. The local matching funds can be requested from Proposition C funds, which is a local (County) funding source. Although funds from this source are limited, a coordinated application with the other two communities will improve the funding potential of the proposed mitigation projects by MTA.

Staff identified eight projects in the corridor to specifically mitigate traffic congestion. These projects may not be the only improvements that can be completed in the area; however, it is important to insure the allocated funding is programmed for projects in Pasadena. If these projects are not approved through the MTA Call for Projects or if Caltrans determines they are not eligible under approved local assistance procedures, then the city may identify new projects along the mobility corridors that mitigate traffic resulting from the freeway gap. City funds will be required for the 20% matching funds if the scope of these projects is modified or new projects are identified.

Authorization is therefore requested to submit an application to MTA for the local matching funds for the traffic mitigation projects. It is planned to submit a joint application with South Pasadena through the San Gabriel Valley Council of Governments (COG), under their endorsement. The third community, El Sereno, is not able to participate in the funding application because they have no fundable projects. The total cost of the projects proposed by the City of Pasadena is \$30.6 million.

The following projects are proposed for funding under this program:

1. Raymond Avenue to SR 110 Connector

This project will improve the connection between the southern terminus of Raymond Avenue and the Pasadena Freeway by widening Glenarm Street between Fair Oaks Avenue and SR 110, constructing an at-grade right turn ramp to the freeway, and widening the freeway to provide a merging lane. The design includes two westbound travel lanes and three eastbound travel lanes on Glenarm Street, an at-grade ramp to SR 110, and an additional southbound merge lane on the Pasadena Freeway for about 800 feet. The project will also include a raised center median on Glenarm Street and modifications to the railroad crossing protection system for the additional street width.

The widening will be accomplished within the existing right-of-way on the north side of the street and with some additional right-of-way from the Department of Water and Power property on the south side of the street. The work includes modification of the underground power tunnels, modification of underground utilities, and relocation of other facilities at the Water and Power plant. Work in Caltrans right-of-way will be required for the additional freeway lane. The project will provide more than sufficient roadway capacity between the Raymond Avenue corridor and SR 110 for projected traffic. Preliminary design of the project has been completed, and the cost is estimated at \$7 million.

COST ITEM	ENGINEERING	CONSTRUCTION	TOTAL
Total Project Cost	\$ 1,050,000	\$ 5,950,000	\$ 7,000,000
Requested Grant (Prop C)	\$ 210,000	\$ 1,190,000	\$ 1,400,000
Local Match (Mitigation)	\$ 840,000	\$ 4,760,000	\$ 5,600,000

2. Arroyo Parkway Street Enhancement

Arroyo Parkway between Colorado Boulevard and Glenarm Street is scheduled for relinquishment by Caltrans to the City of Pasadena, and the relinquishment process has been initiated. Caltrans will fund improvements for partial street reconstruction and overlay to bring all facilities to minimum Pasadena standards. The Caltrans funding associated with the relinquishment is about \$7.0 million.

The Arroyo Parkway Street Enhancement project will provide additional betterments, such as complete pavement removal and reconstruction, improved street lighting, pedestrian amenities, sidewalk reconstruction, and landscaping. The project will also add Intelligent Transportation Systems to the traffic signal control on Arroyo Parkway for a more efficient movement of traffic. Preliminary engineering has been completed for the construction and project cost is estimated at \$3.0 million.

COST ITEM	ENGINEERING	CONSTRUCTION	TOTAL
Total Project Cost	\$ 450,000	\$ 2,550,000	\$ 3,000,000
Requested Grant (Prop C)	\$ 90,000	\$ 510,000	\$ 600,000
Local Match (mitigation)	\$ 360,000	\$ 2,040,000	\$ 2,400,000

3. Right Turn Lane on California Boulevard at Fair Oaks Avenue

A separate right turn lane on eastbound California Boulevard at Fair Oaks Avenue is proposed to improve the capacity of the intersection and decrease travel time through the intersection. This intersection currently operates at a low level of service during peak travel periods, and the turn lane will significantly improve the operation of the intersection. The turn lane will also facilitate the movement of vehicles to the Fair Oaks Avenue travel corridor.

Huntington Hospital will provide the right-of way. The proposed funding will enable construction of the separate turn lane. The project has an estimated cost of \$500,000.

COST ITEM	ENGINEERING	CONSTRUCTION	TOTAL
Total Project Cost	\$ 75,000	\$ 425,000	\$ 500,000
Requested Grant (Prop C)	\$ 15,000	\$ 85,000	\$ 100,000
Local Match (mitigation)	\$ 60,000	\$ 340,000	\$ 400,000

4. Del Mar Boulevard Widening

The project includes the widening of Del Mar Boulevard on the north side of the street between Arroyo Parkway and Fair Oaks Avenue, and the construction of a southbound right turn lane on Arroyo Parkway at Del Mar Boulevard. Del Mar Boulevard will be widened with one westbound travel lane to increase capacity between Arroyo Parkway and the SR 710 ramps by about 30%, and it will significantly increase the mobility on this street. The project will fund the right-of-way along the park frontage, but the land fronting the Del Mar station site will be donated by the developer.

The southbound right turn lane on Arroyo Parkway is an improvement to reduce the traffic congestion at the intersection of Del Mar Boulevard. The turn lane will also facilitate the movement of traffic from Old Pasadena to the northbound SR 710 ramps. The widening and turn lane has a preliminary design, and the total construction cost is estimated at \$2.1 million.

COST ITEM	ENGINEERING	CONSTRUCTION	TOTAL
Total Project Cost	\$ 315,000	\$ 1,785,000	\$ 2,100,000
Requested Grant (Prop C)	\$ 63,000	\$ 357,000	\$ 420,000
Local Match (mitigation)	\$ 252,000	\$ 1,428,000	\$1,680,000

5. Reconstruction and Widening of California Boulevard

This project will reconstruct California Boulevard from Fair Oaks Avenue to the Blue Line light rail tracks with concrete pavement, and it will construct a separate right turn lane for westbound California Boulevard at Raymond Avenue. The pavement rehabilitation is needed because of the heavy traffic demand on California Boulevard as a major east-west street.

The separate right turn lane on California Boulevard is needed to accommodate the traffic flow at Raymond Avenue without queuing vehicles across the Blue Line light rail tracks. The improvement was identified in a study of at grade crossings for Blue Line light rail operations, and it is a safety requirement. The estimated cost to reconstruct the street and purchase right of way needed to construct the right turn lane on California Boulevard at Raymond Avenue is \$1.8 million.

COST ITEM	ENGINEERING	CONSTRUCTION	TOTAL
Total Project Cost	\$ 270,000	\$ 1,530,000	\$ 1,800,000
Requested Grant (Prop C)	\$ 54,000	\$ 306,000	\$ 360,000
Local Match (mitigation)	\$ 216,000	\$ 1,224,000	\$ 1,440,000

6. Installation of Traffic Monitoring and Control Facilities

This project consists of the installation of signs and monitoring cameras on main corridors, Raymond Avenue, Glenarm Street, Del Mar Boulevard, California Boulevard, Pasadena Avenue and on the 110, 210 and 710 freeways to monitor the flow of traffic. A communications system, cameras, and changeable message signs and directional signs will be installed. The facilities will be controlled by the existing Traffic Management Center (TMC). The total project cost is \$2.0 million.

COST ITEM	ENGINEERING	CONSTRUCTION	TOTAL
Total Project Cost	\$ 300,000	\$ 1,700,000	\$ 2,000,000
Requested Grant (Prop C)	\$ 60,000	\$ 340,000	\$ 400,000
Local Match (mitigation)	\$ 240,000	\$ 1,360,000	\$ 1,600,000

7. Removal of On-Street Parking to Off-Street Facilities

Traffic capacity of the street can be significantly improved, without construction, by the removal of on-street parking for additional travel lanes. The main north-south travel corridors, Arroyo Parkway, Fair Oaks Avenue, and Raymond Avenue, currently have on-street parking, and this parking serves many land uses without convenient off-street parking supply.

This project will construct several strategically placed parking structures to serve adjacent land uses along the major travel corridors to replace on-street spaces. The streets currently accommodate approximately 600 parking spaces. The proposed project is funded to replace these spaces. The total project cost is \$9.0 million.

COST ITEM	ENGINEERING	CONSTRUCTION	TOTAL
Total Project Cost	\$ 1,350,000	\$ 7,650,000	\$ 9,000,000
Requested Grant (Prop C)	\$ 270,000	\$ 1,530,000	\$ 1,800,000
Local Match (mitigation)	\$ 1,080,000	\$ 6,120,000	\$ 7,200,000

8. Widening of Raymond Avenue to 60 Feet Wide

Raymond Avenue is currently constructed with a 56-foot wide roadway, on an 80-foot wide right-of-way. The current road width will only allow the striping for four lanes of traffic, or three traffic lanes plus parking. The widening project will enable Raymond Avenue to be striped for four through travel lanes and a separate left turn lane. The capacity of the street will be increased significantly to enable the street to handle expected future traffic demand. The total project cost is estimated at \$5.2 million.

9. Widening of Raymond Avenue to 60 Feet Wide - cont'd

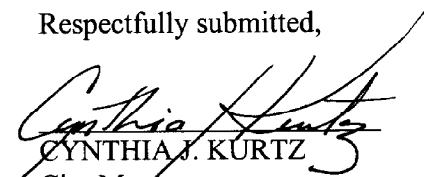
COST ITEM	ENGINEERING	CONSTRUCTION	TOTAL
Total Project Cost	\$ 780,000	\$ 4,420,000	\$ 5,200,000
Requested Grant (Prop C)	\$ 156,000	\$ 884,000	\$ 1,040,000
Local Match (mitigation)	\$ 624,000	\$ 3,536,000	\$ 4,160,000

FISCAL IMPACT:


Eight grant applications are recommended for submittal to MTA for possible funding of the City local match of up to 20% of the total project cost. The federal mitigation funding bill will finance a majority of the project costs. If the proposed local match funding is accepted by MTA, the eight projects will be fully funded. The total funding for the eight proposed projects is \$30,600,000, with \$24,500,000 in federal mitigation funds and \$6,100,000 in grant funds.

COST ITEM	ENGINEERING	CONSTRUCTION	TOTAL
Total Project Funding	\$ 4,590,000	\$ 26,010,000	\$ 30,600,000
Requested Grant Funds	\$ 915,000	\$ 5,185,000	\$ 6,100,000
Local Matching Funds	\$ 3,675,000	\$ 20,825,000	\$ 24,500,000

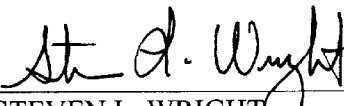
Respectfully submitted,


CYNTHIA J. KURTZ
City Manager

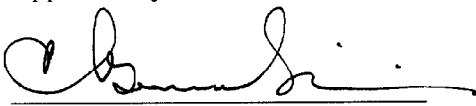
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