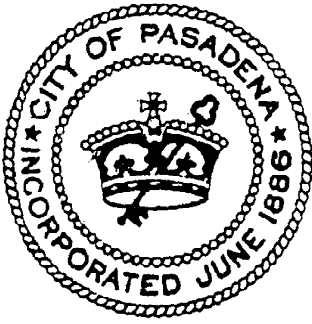


ATTACHMENT 1

City Council Agenda Report



Agenda Report

TO: CITY COUNCIL

June 17, 2002

FROM: PASADENA SR 710 DESIGN ADVISORY GROUP

SUBJECT: SR 710 MITIGATION PROJECTS AUTHORIZED BY HR 5394

RECOMMENDATION

The Pasadena SR 710 Design Advisory Group (DAG), supports the following list of projects for funding under the U.S. Congress Bill H.R. 5394, which has appropriated \$24.5 million to the City of Pasadena for transportation improvements in the 710 Freeway corridor. These projects, including the MTA/City of Pasadena required match of 11.47% would amount to a total of \$27,675,000. We recommend that these projects be approved by the City Council. Further, the DAG believes it urgent that the City move quickly with the implementation of these projects to protect the authorized funding and to assure that these potential traffic mitigation measures can begin to bring some traffic relief to our community which has now waited for many years after the initial Record of Decision authorizing this plan was approved. The projects listed in order of priority, together with their respective estimated costs, are:

1.	Raymond Avenue to SR 110 (Pasadena Freeway) Connector	\$6,500,000
2.	110 Freeway to 210 Freeway Connector/Marengo Interchange Emphases	300,000
3.	Right Turn Lane on Eastbound California Boulevard at Fair Oaks Avenue	400,000
4.	Arroyo Parkway Street Enhancements	3,600,000
5.	Raymond Avenue Widening, Del Mar Boulevard to Glenarm Street	4,700,000
6.	Lake Avenue/Walnut Street and Hill Avenue/Walnut Street Capacity Enhancements	1,000,000
7.	Construction of Right Turn Lane for Westbound California Boulevard at Raymond Avenue and Resurfacing from Fair Oaks to Raymond	1,600,000
8.	Traffic Control and Monitory System – Intelligent Transportation Systems (ITS)	9,575,000
	Total	\$27,675,000

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A summary description of each project is provided on Attachment 1.

DAG History and Approach

In April 1998 the U.S. Department of Transportation, Federal Highway Administration (FHWA), issued its Record of Decision, State Route 710 Freeway Between Interstates 10 and 210, Los Angeles County, California (ROD). The ROD approved the environmental impact document permitting the project to progress, provided several conditions were satisfied. One condition was to direct The California Department of Transportation (Caltrans) to establish community design advisory groups (DAG or DAGs) in Pasadena, South Pasadena, Los Angeles (El Sereno) and Alhambra.¹

In Pasadena, on April 27, 1998, the City Council, on the advice of the Legislative Policy Committee, appointed six community members to serve on the Pasadena DAG (Attachment 2).²

The ROD contained a specific condition intended to provide immediate relief to the impacted communities by having the DAGs establish an expedited list of interim improvements and traffic management measures.³ The ROD authorized \$8 million for the interim transportation improvements. Although the Pasadena DAG members differ in opinions about the propriety of constructing the freeway extension, they all concur that traffic mitigation measures are imperative and should be implemented as soon as possible. The members of the Pasadena DAG began work in earnest recognizing that there would be substantial funds allocated to the individual communities for needed traffic mitigation. In the early months, the four DAGs met separately but soon urged Caltrans to host joint meetings so that traffic mitigation measures could be developed in cooperation along the proposed freeway corridor.

During early deliberations of the Pasadena DAG a good deal of discussion centered around the approach and methodology that should be used to identify projects that would produce the greatest good for the impacted community. Specifically, two key indicators were agreed upon by the Pasadena DAG that would be used to rank projects. Those two measures were the extent to which the proposed projects would:

- (1) Move traffic out of, and away from, neighborhood streets and on to major commercial traffic corridors, namely Fair Oaks, Raymond, Arroyo Parkway and Marengo north of Del Mar and
- (2) Improve mobility within these major commercial corridors.
- (3) On February 9, 1999, the City of Pasadena, in a letter to Caltrans, listed six projects that had been identified by the DAG as having the highest potential benefit based on the two key indicators/measures established by it. These projects were identified to comply with the constraint of \$1.8 million identified by Caltrans. The projects, in order of priority, were:

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1. Red Light violation photo enforcement on Orange Grove, Marengo, and Los Robles.
2. Fair Oaks Urban Corridor ITS improvements (signal upgrades, actuation, photo enforcement, and pedestrian amenities).
3. Raymond Corridor upgrade and southbound slip ramp to the 110 freeway.
4. Relocation of the 710 terminus from California to Del Mar (conversion of St. John to a local street).
5. California and Fair Oaks intersection widening for turn lanes.
6. Arroyo Parkway reconstruction and relinquishment by the State to Pasadena.

Caltrans reviewed all of the proposals and decided to recommend funding for two of these projects (Item 2 and Item 5). Funding in the amount of \$1.8 million was authorized. That \$1.8 million expenditure is now included in the Pasadena CIP and designated for construction in FY 2002.⁴

The DAG voiced concern to Caltrans that the funding provided to Pasadena for its proposed mitigation measures fell far short of the needs of the City and also that one of the projects funded was lower on our priority list than those unfunded.

Additional Federal Funding

Based on pressure and lobbying by Pasadena and South Pasadena Neighborhood Associations and previously expressed concerns by several of the DAGs that additional funding was needed to provide any measure of possible traffic relief and mitigation along the proposed freeway corridor, the U.S. Congress passed H.R. 5394 in October 2000. This bill provides funding for national transportation projects including specifically \$46 million earmarked for surface transportation improvements to mitigate traffic congestion in the SR-710 Corridor resulting from the freeway gap. Attached to the H.R. 5394 was a list of the interim traffic measures to be funded.

The funds authorized by the bill are to be shared by the cities of Pasadena, South Pasadena and Los Angeles (El Sereno) with the following total allocations:

City of Pasadena	\$24.5 million
City of South Pasadena	\$11.5 million
City of Los Angeles	\$10 million

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The California Department of Transportation (Caltrans) will be administering the funds through the Office of Local Assistance and Alameda Corridors. Requirements for the use of these funds include:

- Projects must be programmed in the Federal Transportation Improvement Program (FTIP)
- The \$24.5 million in federal funding for Pasadena requires a local match of 11.47%. Local matching funds can be provided by successfully requesting funds through the Los Angeles County Metropolitan Authority (MTA) 2001 Call for Projects and/or providing property or services by the City of Pasadena.

As requested by Caltrans, a letter has been signed by representatives of the three cities agreeing to the above distribution of the \$46 million appropriated through U. S. Congress Bill H.R. 5394. A copy of that letter is provided as Attachment 4.

Pasadena city staff began the process of obtaining the federal and state matching funds through the appropriate MTA channels. On January 29, 2001 the Pasadena City Council authorized the submission of a grant application to MTA for the local matching funds for eight projects identified in the accompanying agenda report (Agenda Report, Attachment 3).⁵ The Pasadena DAG did not completely concur with the recommendations put forth in the Agenda Report. In its letter of April 26, 2001, the DAG provided its recommendations regarding the identification and prioritization of projects to be funded under Bill H.R. 5394 (Attachment 5).⁶ The Pasadena DAG continued to meet and refine the recommended mitigation measures. An integral and critically important component of that process was to assure that its recommendations would complement other traffic mitigation measures proposed as a result of other new development projects in the vicinity.

Following many more months of meetings with Caltrans and its consultants, city staff and the other corridor city DAGs, the Pasadena DAG, at its meeting of May 13, 2002, formally approved the proposed projects previously referenced and outlined in Attachment 1. This list of projects is being recommended based on its potential to most improve traffic operations in the SR 710 Freeway corridor, taking into consideration (i) the long term goals and objectives of the City of Pasadena, such as the successful development of the Fair Oaks/Raymond Biotech Corridor and (ii) the impact of specific development projects identified for this area, such as the development of the former Ambassador College site. Furthermore, consideration was given to the list of projects to determine their compatibility and conformance with the goals of the General Plan Mobility Element Update currently underway, as well as the two key indicators/measures previously referred to above. Enhancements provided by developers of these projects should further complement these sets of measures, collectively.

With Council approval, staff will submit this list of projects to the Caltrans Office of Local Assistance, which must give its formal approval that these projects conform and qualify as SR

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710 traffic mitigation measures. The Pasadena DAG has determined that these projects provide a comprehensive traffic mitigation package that will enhance and improve traffic mobility in the SR 710 corridor both in the short and long terms.

Finally, the Pasadena DAG also has endorsed modern technology and "smart signals" as a very cost-effective relief for traffic congestion in the southwest area. The DAG has continued to urge Public Works to pursue and implement a state-of-the-art traffic management system. In the event that any of the projects outlined in Attachment 1 do not qualify based on Caltrans' review, or that the aggregate cost to implement the identified projects is less than the amount budgeted, the DAG strongly supports the allocation of any remaining funds to be used for advanced traffic control technology to facilitate mobility through the 710 Corridor.

We urge the City, Caltrans, and other approving bodies to move these projects forward with the utmost speed. Too much time has already passed without the needed improvements.

Respectfully submitted:

The Pasadena Design Advisory Group

By: David L. Worrell
David L. Worrell

On Behalf of:

Claire W. Bogaard
Victor Ell
Noel Hanson
Subodh Kumar
Kathryn Nack
David L. Worrell

¹ ROD, Conditions and Commitments, p. 4.

1. Caltrans will establish community design advisory groups (DAG) with each of the impacted communities, including El Sereno, to consider the specific community mitigation needs of their community. These mitigation measures will include, but are not limited to, additions and deletions to the interim improvement measures, traffic operations and pedestrian issues; school impact and mitigation measures; historic impact mitigation including measures to protect and secure relocated or replaced structures; neighborhood preservation; visual impact and urban landscape considerations including pocket parks and joint use; and community integrity and cohesion issues including structural considerations (such as pedestrian overpasses, underpasses, and cut and cover tunnels), relocation assistance and replacement housing, property management, construction impacts and community targeted job opportunities and training programs. The FHWA will be involved on the advisory groups and in the selection of members. Technical assistance, as needed, will be provided by Caltrans to the DAG's. Memberships on the DAG's will include local officials, neighborhood representations, preservationists and other interests (e.g., schools, safety advocates, environmental interest, etc.). Furthermore, FHWA and Caltrans will work with interested groups and agencies to determine their interest in serving or being represented on the DAG's.

² The City Council at its meeting on Monday, April 27, 1998, appointed Claire W. Bogaard, Victor Ell, Noel Hanson, Subodh Kumar, Kathryn Nack and David L. Worrell as the DAG representatives for the City of Pasadena (see Attachment 2).

³ ROD Conditions and Commitments, p. 6.

8. In order to provide immediate relief to the impacted communities, Caltrans will work with SCAG and the DAG's to establish a list of interim improvements and traffic management measures in their communities, such as those discussed below, to be advanced in parallel with the project geometric design phases. It is expected that implementation of these measures will be expedited so that they may serve current traffic needs as the project is being designed. Additional corridor improvements may be advanced by Caltrans or the local governmental agencies. The projects listed or other replacement projects are eligible for the National Highway System and Surface Transportation Program funds apportioned to California as well as any other funds for which the main line RS710 project is eligible. The FHW will work with the corridor Cities, Los Angeles County Transportation Authority (LACMTA), SCAG, and Caltrans to facilitate the inclusion of the projects in the Transportation Improvement Program (TIP).

INTERIM TRAFFIC IMPROVEMENTS MEASURES

- Make traffic engineering improvements to Fair Oaks Avenue, Raymond Avenue, and Arroyo Parkway to improve traffic flow.
- Calm residential street where appropriate.
- Make parking/access improvements, including rear access, vest pocket parking, directional signs, planted medians, and system management.
- Improve Fremont Avenue south of Huntington Drive in the city of South Pasadena to match the existing street geometrics in the city of Alhambra by restriping to four lanes, providing parking management and voluntary acquisition.

-
- Reconstruct intersection of Fair Oaks Avenue with Huntington Drive to provide for higher roadway capacity.
 - Construct Hellman ramps to Cal State University Los Angeles.
 - Construct new bridges at Westminster Avenue and Palm Avenue to enhance north-south traffic flow.
 - Construct major intersection improvements at Valley Boulevard with Fremont Avenue.
 - Provide additional traffic operational improvements to reduce congestion on impacted arterials in the corridor such as improved signalization, provision of turn lanes, etc.
 - Deploy motorist assistance patrols on the improved arterials during peak hours of operation.
 - Provide additional traffic mitigation measures to reduce traffic/pedestrian conflicts in school areas including such measures as upgraded signs and markings, additional transit, lighting, crossing patrols, etc.

9. All projects proposed under the provisions of item #8 will be thoroughly reviewed and discussed with the DAG's at key points of their development during design and construction. In the early design stages of each project, detailed traffic mitigation studies will be made by Caltrans and reviewed by the appropriate DAG's

- ⁴ The improvements are designated as "710 Interim Traffic Improvements on S. Fair Oaks Ave. – Intelligent Transportation System (75027). The project description is as follows:

This project includes traffic system improvements for the Fair Oaks Avenue corridor. The improvements consist of various upgrades to provide intelligent transportation system capabilities, including (1) interconnect communication system between existing signals; (2) signal upgrades at selected intersections to provide multi-phase operations; (3) installation of incident management and surveillance capabilities via closed-circuit television cameras; (4) traffic detection system and signal controller upgrades; and (5) connection to the traffic Management Center.

The CIP description also lists the specific intersections to be signalized.

- ⁵ Agenda Item No. 4, City of Pasadena Council Meeting of 01/29/01 (see Attachment 3).

- ⁶ DAG letter dated April 26, 2001 (see Attachment 5).

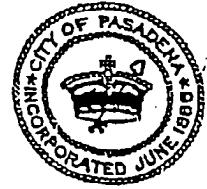
Project No.	Title & Description	Comments
1	<p>Raymond Ave. to SR 110 (Pasadena Fwy) Connector Improve the connection between the southern terminus of Raymond Ave. and the Pasadena Fwy (SR110) by widening Glenarm St. between Fair Oaks Ave. and SR110, constructing an at-grade right turn ramp to the freeway and widening the freeway to provide a merging lane.</p>	<p>Encourages the use of Raymond Ave, which is currently under utilized. Facilitates Raymond and Fair Oaks as access to 110 rather than Orange Grove, Pasadena and St. John.</p>
2	<p>110 Freeway to 210 Freeway Connector Sign and striping improvements to direct and facilitate traffic flow between the 110 Freeway at Arroyo Pkwy and the 210 Freeway at Marengo Ave. Project also includes 2 or 3 changeable message signs to direct traffic flow.</p>	<p>This project includes directional signs, changeable message signs and intersection modifications to include dual turn movements where possible to facilitate traffic flow to connect traffic from the 110 Fwy at Arroyo Pkwy to the 210 Fwy at Marengo Ave.</p>
3	<p>Right Turn Lane on EB California Blvd. at Fair Oaks Ave. Construct a separate right turn lane on eastbound California Blvd. at Fair Oaks Ave. Huntington Hospital will provide the right-of-way for this project.</p>	<p>Increases intersection capacity and facilitates the EB to SB right turn movement onto Fair Oaks. Facilitate the use of Fair Oaks rather than Orange Grove to access the 110 Fwy.</p>
4	<p>Arroyo Parkway Street Enhancement This project includes the major reconstruction of the concrete roadway and traffic signal upgrades from Glenarm Street to Colorado Boulevard</p>	<p>Caltrans to relinquish Arroyo Pkwy to City. Improve pedestrian access to light rail stations at Del Mar & Fillmore.</p> <p>The major reconstruction of the concrete pavement will bring the roadway up to current standards and signals will be upgraded. This project is expected to improve traffic operations on this roadway and encourage its use as a principal mobility corridor.</p>
5	<p>Raymond Avenue Widening- Del Mar to Glenarm Widen Raymond Ave to provide four through travel lanes and a separate left turn lane at intersections. The proposed widening can be accomplished within the existing right-of-way of 80 feet.</p>	<p>Facilitate and encourage use of Raymond as an alternate arterial to Fair Oaks & Arroyo Pkwy. Increase capacity on Raymond Ave.</p>

Project No.	Title & Description	Comments
6	<p>Lake/Walnut and Walnut/Hill Capacity Enhancements Widen the east side of Lake Avenue from Walnut St. to approximately 300 ft. south of Walnut St. to install a NB right turn lane. This improvement will facilitate the NB to EB right turn movement and encourage the use of Walnut St. (as an alternate access to EB 210 from Hill or Allen Aves.) This project will require the acquisition of ROW from Ralph's Market. Install LT phasing at Walnut/Hill to facilitate traffic movements to the freeway.</p>	<p>Lake/Walnut is heavily congested especially during the afternoon peak period with motorists destined to the 210 Fwy. Providing a separate NB right turn lane will increase capacity at the intersection and is expected to encourage motorists destined to the freeway to use Walnut St. to access the freeway at alternate locations such as Hill or Allen Aves. In addition, installation of LT phasing at Hill Street will facilitate the traffic movements to access the 210 Freeway Interchange at Hill Street.</p>
7	<p>California Blvd. Reconstruction/Widening Reconstruct California Blvd. from Fair Oaks Ave. to the Gold Line light rail tracks with concrete pavement. Construct a separate right turn lane for westbound California Blvd. at Raymond Ave. This project will require the acquisition of ROW from UHAUL property.</p>	<p>Increases capacity and facilitates traffic operation, as well as reducing congestion and delay on a major arterial roadway. Encourages the use of Raymond Avenue and facilitates access to the Light Rail station at Fillmore and Del Mar.</p>
8	<p>Traffic Control and Monitoring System - Intelligent Transportation Systems (ITS) Construct and install ITS technology and various degrees of smart signals along major corridors throughout the City that are "directly" impacted by the freeway traffic. The corridors are listed below in the priority order:</p> <ol style="list-style-type: none"> 1. Sierra Madre (from Michlinda to south City limit) 2. San Gabriel (from 210 to south City limit) - Supplement County project 3. Marengo (from Orange Grove to Del Mar) 4. California (from St. John to either Arroyo or Lake) 5. Hill (from Orange Grove to Del Mar) 6. Cordova (from Arroyo to Hill) 7. Allen (from Orange Grove to Del Mar) 8. Delmar (from Orange Grove to Rosemead) (supplement County project) 9. Orange Grove (from 134 to Sierra Madre Villa) 10. Fair Oaks (from Orange Grove to north City limit) 11. Washington (from 210 to Sierra Madre Blvd) 12. Los Robles (from Del Mar to north City limit) 	<p>All identified projects were tested in the City's long-range traffic model as future projects. The traffic model also assessed the impacts of the freeway traffic on various corridors throughout the City. This work showed that all the recommended projects will improve circulation and can be directly related to the freeway traffic. The Intelligent Transportation System (ITS) and smart signal technologies along the recommended corridors are necessary to address and manage the traffic impacts on these streets. These systems provide better monitoring of traffic flows and allow staff to make adjustments to signal timing as needed to facilitate traffic operations. The corridors listed under Project No. 8 represent the impacts of the freeway traffic on various streets in priority order. The funds requested for this set of projects will be used in the priority listed to enhance ITS technology and traffic flow improvements along as many corridors as possible.</p>

City of Pasadena

ONE HUNDRED NORTH GARFIELD AVENUE

PASADENA, CALIFORNIA 91109



OFFICE OF THE MAYOR
(626) 744-4311
FAX (626) 744-3921

April 22, 1998

TO: Vice Mayor Crowfoot and City Council
FROM: Chair, Legislative Policy Committee
RE: 710 Interim Transportation Improvement Committee

On April 22, 1998, the Legislative Policy Committee met and discussed nominations for the 710 Interim Transportation Improvement Committee. Caltrans had asked that the City put a list together of names for this committee. The nominations for Council consideration are:

Freeway Supporters

1. David Worrell - (626) 792-3375
1469 Rose Villa Street
Pasadena, California 91106

Resident of and Transportation Advisory Commission member from District 7.
Owner of development related consulting business. Member of the Southwest Traffic Monitoring Committee.

Recommended by Councilmember Tyler.

2. Noel Hanson - (626) 799-4604
1051 La Loma Road
Pasadena, California 91105

Resident of and Transportation Advisory Commission member from District 6.

Recommended by Councilmember Villicana.

4/27/98

3. Subodh Kumar - (626) 351-9145
3815 Mayfair Drive
Pasadena, California 91107

Resident of and Transportation Advisory Commission member from District 4. Professional engineer and architect. Has worked as construction engineer on several major transportation projects including extensive tunneling expertise.

Freeway Opponents

1. Victor Ell - (626) 584-1911
1174 La Loma Road
Pasadena, California 91105

Resident of District 6. Served as City of Pasadena representative on previous 710 Mitigation Committee. Member of the Southwest Traffic Study Advisory Group.

Recommended by Katie Nack.

2. Katie Nack - (626) 793-6838
277 S. Grand Avenue
Pasadena, California 91105

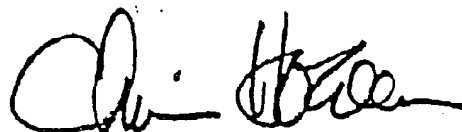
Resident and former Councilmember of District 6 from March 1987 to May 1995. Served as City representative on previous 710 Mitigation Committee.

Recommended by Victor Ell.

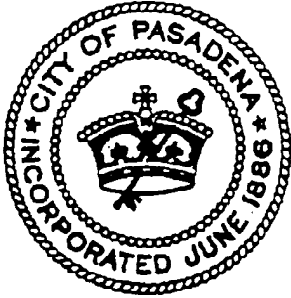
3. Claire Bogaard - (626) 799-9819
311 Congress Place
Pasadena, California 91105

Resident of District 6. Active member of the No on 710 Coalition. Former Executive Director of Pasadena Heritage.

Recommended by Victor Ell.



Chris Holden, Chair
Legislative Policy Committee



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

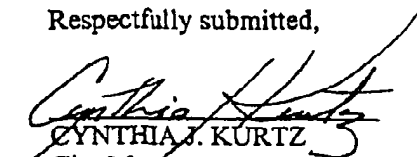
COST ITEM	ENGINEERING	CONSTRUCTION	TOTAL
Total Project Cost	\$ 780,000	\$ 4,420,000	\$ 5,200,000
Requested Grant (Prop C)	\$ 156,000	\$ 884,000	\$ 1,040,000
Local Match (mitigation)	\$ 624,000	\$ 3,536,000	\$ 4,160,000

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

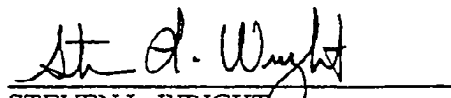
Respectfully submitted,


CYNTHIA J. KURTZ
City Manager

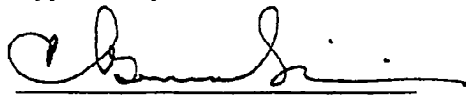
Prepared by:

for 
KENNETH JOHNSON
Traffic Engineer

Reviewed by:


STEVEN L. WRIGHT
Interim Transportation Administrator

Approved by:


C. BERNARD GILPIN, Director
Public Works and Transportation



October 12, 2001

Attachment 4

Mr. Satish Chander, Chief
Office of Local Assistance and
Alameda Corridors
State of California Department of Transportation
700 North Alameda Street, 4th Floor
Los Angeles, California 90012

Subject: Rogan Bill (H.R. 5394) – Allocation of Funds to the Cities of Pasadena,
South Pasadena, and Los Angeles

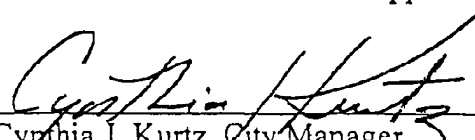
Dear Mr. Chander:

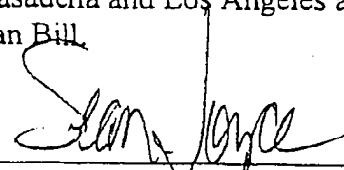
The cities of Pasadena, South Pasadena and Los Angeles were jointly allocated a sum of \$46,000,000 by the second session of the 106th Congress of the United States by H.R. 5394, enacted into law on October 30, 2000. The funds apportioned under the Rogan Bill shall be available only for traffic mitigation and other improvements to existing SR-710 in Pasadena, South Pasadena and Los Angeles (El Sereno community).

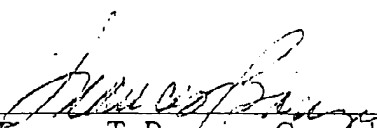
The following is the distribution to each of the three cities of the \$ 46,000,000 apportioned under the Rogan Bill.

- City of Pasadena: \$24,500,000
- City of South Pasadena: \$11,500,000
- City of Los Angeles: \$10,000,000

We the representatives of the cities of Pasadena, South Pasadena and Los Angeles agree with the above allocation of the funds apportioned under the Rogan Bill.


Cynthia J. Kurtz, City Manager
City of Pasadena


Sean Joyce, City Manager
City of South Pasadena


Frances T. Banerjee, General Manager
Department of Transportation
City of Los Angeles

Attachment 5

Pasadena Design Advisory Group
Pasadena, CA

April 26, 2001

C. Bernard Gilpin
Director, Department of Public Works and Transportation
City of Pasadena
Room 212
100 North Garfield Avenue
Pasadena, CA 91109-7215

APR 27 10 09 AM '01

PUBLIC WORKS

RE: SR-710 CORRIDOR IMPROVEMENTS

Dear Bernard:

As you know, U.S. Congress Bill H.R. 5394 (the "Rogan Bill") provides funding for national transportation projects including specifically a total of \$46 million for surface transportation improvements to mitigate traffic congestion in the SR-710 corridor arising from the freeway gap. Although the total amount is to be shared among the corridor cities, the amount of \$24.5 is allocated to Pasadena. These funds are in addition to funds previously allocated for interim highway improvement measures under that Record of Decision ("ROD") of the Federal Highway Administration of the U.S. Department of Transportation. The California Department of Transportation ("Caltrans") is administering the overall interim improvement process.

The SR 710 Design Advisory Group ("DAG") of the City of Pasadena has been meeting jointly with Caltrans, corridor city staff members and the DAGs of the other corridor cities. The Pasadena DAG has also been meeting separately with City of Pasadena staff and among its own constituent members. The process is moving forward and we want to be sure that the City of Pasadena is optimally positioned to take full advantage of the funding opportunities available to it under these measures. Specifically, Caltrans has a traffic study underway to determine the current traffic conditions in the corridor and to examine the effects of the various traffic mitigation measures sponsored by the corridor cities, with the intention to ensure that the implemented projects work collectively for the corridor.

Over the past few years, a number of traffic mitigation alternatives (projects) have been discussed with your staff and internally among the DAG members. Some of these have been set forth in that Agenda Report ("Staff Report") dated January 29, 2001 provided to the City Council of the City of Pasadena by your staff. Obviously, not all of the possible projects discussed by the DAG are included. Additionally, the Staff Report

contains certain projects that have not been offered up by the DAG. We believe the time is appropriate to fully analyze all of the possible projects and to make a careful rank-ordered recommendation of the projects the City of Pasadena intends to undertake.

In making that analysis, we recommend that we adhere to the following process.

1. First, all projects should be scrutinized to determine their suitability of conformance to the requirements contained in each of:


- the ROD;
- the Rogan Bill for projects funded under its provisions; and
- the Mobility Element of the General Plan.

2. Then, only after each project is found to be in conformance with each of the above, all conforming projects should be rank-ordered based on a cost/benefit analysis to determine the desirability of undertaking each such project. The cost/benefit analysis should include consideration of the traffic mitigation benefits projected through the use of the traffic study now underway.

Because we believe the "clock is ticking" on this matter, we recommend that we meet with you and your staff as soon as possible to review all of the possible traffic mitigation projects and begin the assessment of their respective conformance to the above thresholds so that we are ready for the cost/benefit analysis. In this regard, we propose that we get together sometime next week at a mutually acceptable time.

We look forward to hearing back from you on our proposed schedule.

Sincerely,

By: 

On Behalf of the City of Pasadena Design Advisory Group

Claire W. Bogaard
Victor Ell
Noel Hanson

Subodh Kumar
Kathryn "Katie" Nack
David L. Worrell

cc: Cynthia J. Kurtz