

# Agenda Report

TO: City Council

DATE: January 26, 2004

FROM: City Manager

SUBJECT: Approval of Betterment Agreement with the Los Angeles to Pasadena Metro Blue Line Construction Authority for a Private Rail Crossing at the Pasadena Water and Power Plant for an Amount Not to Exceed \$142,000

## RECOMMENDATION:

It is recommended that the City Council authorize the City Manager to execute a Betterment Agreement with the Los Angeles to Pasadena Metro Blue Line Construction Authority to design and construct a private rail crossing at the Pasadena Water and Power Plant for an amount not to exceed \$142,000. Competitive bidding is not required pursuant to City Charter Section 1002 (H), Contracts with Other Governmental Entities.

## BACKGROUND:

On November 2, 1998, the City Council adopted Resolution No. 7692, entitled "A Resolution of the City Council of the City of Pasadena ordering the closing without vacation of portions of Bellevue Drive, Pico Street, Fillmore Street, and State Street." The closing of State Street at the Metropolitan Transportation Authority (MTA) right-of-way eliminated a public railroad crossing and the sounding of train horns and bells near residential areas. The State Street crossing was to be a private crossing to allow City employees access between the Broadway Plant and the Glenarm Plant.

City staff was informed that private crossings did not need to be approved by the California Public Utilities Commission (PUC) and that the sounding of train horns and bells was at the discretion of the MTA. During the Blue Line Construction Authority's application process to the PUC for approval of at-grade crossings along the Gold Line, it was determined that the PUC had approval authority for all at-grade crossings, private or public. The PUC requires train horns and bells to sound at all crossings.

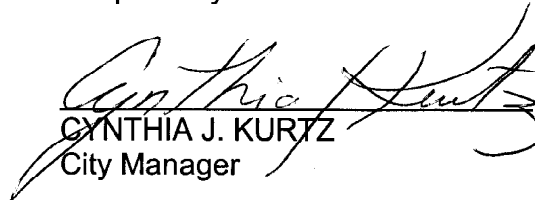
In order to prevent rail horns from being sounded at State Street, City staff proposed to relocate the private crossing from State Street to 200 feet south of Glenarm Street. The sounding of the train horns and bells at this new location does not impact the residential areas south and west of State Street.

The new location required two electric, sliding gates; a new asphalt roadway connecting the power plants; reprofiling of the tracks south of Glenarm Street to allow for a smooth profile at the crossing; and extending power and communication ducts to the crossing. The additional cost for these improvements and design is \$142,000, which includes the 10 percent surcharge by the Construction Authority for design and construction oversight. The relocation of this private crossing is included in the FY 2004 Capital Improvement Program (Traffic Control and Facilities Section, page 5.19).

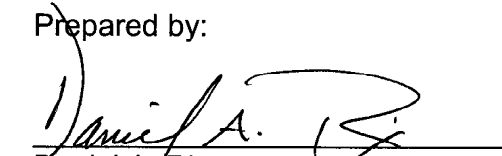
FISCAL IMPACT:

Sufficient funds for this Betterment Agreement are available in Budget Account 75021, Gold Line Light Rail Station Enhancements.

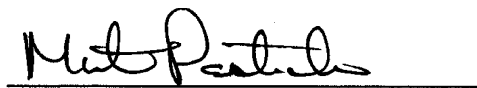
Respectfully submitted:

  
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