

Agenda Report

February 22, 2016

TO: Honorable Mayor and City Council

THROUGH: Finance Committee

FROM: Department of Transportation

SUBJECT: AUTHORIZE THE CITY MANAGER TO EXECUTE ALL AGREEMENTS WITH THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ASSOCIATED WITH THE RECEIPT OF GRANT FUNDING AND IMPLEMENTATION AND MANAGEMENT OF CORDOVA ROAD DIET PROJECT

RECOMMENDATION:

It is recommended that the City Council:

1. Find that the following proposed actions are exempt from review pursuant to the California Environmental Quality Act ("CEQA"), pursuant to State CEQA Guidelines Section 15061 (b) (3); and
2. Authorize the City Manager to execute all agreements associated with the receipt of \$2,115,000 in reimbursable grant funding from the Los Angeles County Metropolitan Transportation Authority (Metro) for the implementation and management of the Cordova Road Diet Project (Capital Improvement Project Number 75052).

BACKGROUND:

The Mobility Element of the General Plan recognizes the value of the City of Pasadena becoming more bicycle-friendly. The City wishes to offer opportunities for healthier lifestyles, reduce dependence on autos to reduce global warming gases and air pollution, reduce energy consumption, improve pedestrian and bicycle safety, and create more desirable neighborhoods.

Under AB 1358 (2008), cities are required to incorporate Complete Streets into the circulation elements of General Plans, which Pasadena has done with the 2015 Mobility Element update. As defined by Caltrans, "[a] complete street is a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists,

appropriate to the function and context of the facility.” To that end, the City has taken a leadership role in sustainable transportation and implementing Complete Streets since 2008.

In 2009, the Department of Transportation applied for a Los Angeles County Metropolitan Transportation Authority (Metro) Call for Projects grant to improve pedestrian safety and to install bike lanes on Cordova Street between Arroyo Parkway and Hill Street through the implementation of a road diet. The grant application was successful and was recommended by Metro staff for funding for design in Fiscal Year 2011 and for construction in Fiscal Years 2012, 2013, and 2014. As with all Metro Call for Projects grants, final funding authority is subject to the availability of funds. Changes to the federal surface transportation funding program were made with the adoption of the MAP-21 act and implemented over the 2011-2013 period through the federal rulemaking process. One of the major changes was the sunseting of a set aside program for Transportation Enhancements that had been a major source of funding for bicycle and pedestrian projects. At this point, Metro suspended the funding commitment for the Cordova project until new sources of funding could be identified.

Concurrent with the ending of the Transportation Enhancements program, Congress created the Active Transportation Program (ATP) to fund pedestrian and bicycle projects. The ATP uses a two-tiered grant application process (specified by the enabling legislation) that is administered by Caltrans and the Metropolitan Planning Organizations (SCAG in this region). Metro requested that the City submit the Cordova project for the first round of ATP grant funding in 2014. The project was not successful at either the state level or the regional level and no ATP funds were awarded. In 2015, the Metro Board voted to restore funding to the Cordova project for FY 2016 and subsequent years.

The Cordova Road Diet Project (CIP No. 75052) will convert the vehicular-oriented street to a complete street by removing two vehicular traffic lanes to accommodate the addition of pedestrian crossing enhancements and bicycle facilities. Signalized intersections will be upgraded and equipped with bicycle detection. The proposed street configuration will consist of:

- Pedestrian curb extensions to shorten crossing times at all intersections;
- Bike lanes in both directions;
- A painted median/center turn lane; and
- One lane of traffic in each direction.

Two portions of Cordova within the original project limits have been reconstructed and are no longer part of the Metro grant funding. In 2009, the American Recovery and Reinvestment Act (ARRA), commonly referred to as the Stimulus or The Recovery Act, was enacted by the federal government. The City of Pasadena Department of Public Works applied for and received an ARRA grant to reconstruct roadways. In looking for projects that were sufficiently ready to use the ARRA funds within the short timeframe that the funds were available, the Public Works Department identified the section of Cordova from Mentor to Hill as suitable and subsequently reconstructed the pavement

surface using ARRA funds in 2010. As part of that reconstruction, striping changes were made to remove a travel lane in each direction and add bike lanes between Lake Avenue and Hill Avenue. None of the improvements to pedestrian crossings that were included in the Metro grant were made with the ARRA funds and remain in the Metro funding. During this same time period, the section from Marengo to Arroyo Parkway was reconstructed by Public Works as part of development-related mitigation to install a median on Cordova. No provisions for bicycle lanes were made in this one block section.

Accordingly, the effective scope of the project is reconstruction of the roadway surface between Marengo and Lake, reduction of travel lanes and installation of bicycle lanes between Hudson and Marengo and installation of pedestrian crossing enhancements between Marengo and Hill.

The federal *Highway Safety Manual* indicates that four-lane to three-lane road diets in urban settings on average reduce crash frequency by 25% and that adding bicycle lanes to urban roadways on average reduces the incidence of fatal and severe bicycle crashes by 18%.

The total project cost is \$2,711,643. Metro will reimburse the City for expenditures incurred in support of the grant objectives to a maximum total project reimbursable cost of \$2,115,000. The City is required to provide the 22 percent local match in the total amount of \$596,643. The grant will be used to prepare the environmental documents and design and construct the project. The project is expected to be completed by October 2019.

COUNCIL POLICY CONSIDERATION:

The Cordova Street Road Diet Project supports the General Plan guiding principle, "Pasadena will be a city where people can circulate without a car." The project will directly assist the Department of Transportation in implementing the following major objectives of the Mobility Element:

- Enhance Livability.
- Encourage walking, biking, transit and other alternatives to motor vehicles.

Additionally, the project supports the Green City Action Plan by promoting environmentally sustainable programs at the local and regional levels.

ENVIRONMENTAL ANALYSIS:

The implementation of the Cordova Road Diet Project is exempt from CEQA per section 15061 (b) (3), the General Rule. The General Rule can be applied when it can be seen with certainty that the activity will not have a significant effect on the environment.

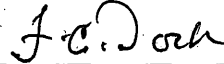
FISCAL IMPACT:

As of January 2016, the Cordova Road Diet Project's (CIP No. 75052) current available budget balance for the local match is \$500,518. The remaining local match fund of \$96,125 will be programmed in the FY 2018 Capital Improvement Program for the Cordova Road Diet Project (CIP No. 75052), funded by Measure R (Fund 236), subject to City Council approval.

Overall, the sources and uses of funds are as shown in the following table:


FUNDING SOURCE	FUNDS AVAILABLE
MTA Reimbursable Grant	\$ 2,115,000
Existing Local Match	\$ 500,518
Remaining Local Match Planned for FY 2018 CIP with Measure R (Fund 236)	\$ 96,125
TOTAL PROJECT COST	\$ 2,711,643

Respectfully submitted,



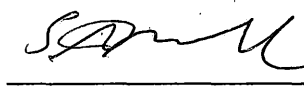
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