

Agenda Report

January 29, 2018

TO: Honorable Mayor and City Council

FROM: Department of Transportation

SUBJECT: SUBMITTAL OF A LETTER TO THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (METRO) REGARDING THE STATE ROUTE 710 NORTH EXTENSION EARLY ACTION PROJECTS LIST

RECOMMENDATION:

It is recommended that the City Council:

1. Find that the following proposed action is exempt from review pursuant to the California Environmental Quality Act (CEQA), pursuant to State CEQA Guidelines Section 15061 (b) (3); and
2. Authorize the Mayor to send a letter to Metro on behalf on the City of Pasadena requesting funding for Early Action Projects within the City of Pasadena in lieu of the State Route 710 North Extension Tunnel Alternative.

TRANSPORTATION ADVISORY COMMISSION RECOMMENDATION:

A draft list of potential projects was presented as an information item at the October 25, 2017 regular meeting of the Transportation Advisory Commission and suggestions for projects were received.

BACKGROUND:

On May 25, 2017, the Metro Board made an unanimous decision to adopt the Transportation System Management/Transportation Demand Management (TSM/TDM) Alternative as the Locally Preferred Alternative for the SR-710 North Extension Project; allocate \$105 million in remaining Measure R funds to the development and implementation of the projects listed in the TSM/TDM Alternative; allocate the remaining Measure R funds and other funding dedicated to the SR-710 North Extension Project towards new mobility improvement projects in the corridor. Metro has identified these mobility improvement projects as the SR-710 North Early Action Projects and has requested that cities submit their project lists.

The Cities of Pasadena and South Pasadena have both retained the services of Nelson\Nygaard Consulting Associates (Nelson\Nygaard) and have been able to coordinate their efforts to ensure that the combined project lists will have complimentary benefits in both cities and individual projects will not result in negative impacts on the adjacent city.

In an effort to improve regional mobility, the City has also reached out to the City of Alhambra to identify projects that will provide benefits throughout the corridor. The three Cities have come together to develop a comprehensive approach towards maximizing the benefits of the available funding. Joint project efforts are currently focusing on enhancements to Fair Oaks Boulevard in Pasadena and South Pasadena, Huntington Boulevard in South Pasadena and Fremont Street south of Huntington Boulevard in South Pasadena and Alhambra.

Nelson\Nygaard has provided a report (Attachment A) outlining the City's mobility priorities and the list of projects for which the City would like to request funding. The project list includes the following projects:

- Gold Line grade separation at California Boulevard;
- Modifications to the I-210 stub freeway access ramps to remove access to/from California Boulevard and make operational improvements to the access ramps at Del Mar Boulevard (this is one element of the three-city project to improve the use of the Fair Oaks/Huntington/Fremont corridor);
- Implement traffic calming/Complete Streets Programs for St. John Avenue/Pasadena Avenue/South Orange Grove Boulevard, Allen Avenue, Hill Street and Avenue 64 (these projects are included either in the CIP or the Mobility Element of the General Plan);
- Implement Intelligent Transportation Systems projects that include performance monitoring and analytics for intersections near to the Gold Line crossings, automated data collection for pedestrians and bicycles, high resolution traffic signal data collection/broadcasting, Walnut Street corridor signal upgrades and expansion of the I-210 Connected Corridor project (these projects are included in the CIP);
- Transit improvements that include rapid bus enhancements in the Fair Oaks/Atlantic and Rosemead corridors, Rose Bowl shuttles and college/university transit passes (the rapid bus enhancements are included in the Pasadena Preferred Alternative developed by the Pasadena Working Group and adopted by the City Council July 13, 2015 and the other projects are expansions or enhancements to existing programs);
- Bicycle improvements that include the unfunded projects in the adopted Bicycle Transportation Action Plan, the Arroyo Link and Bike Share expansion (other than the Arroyo Link, these projects are included in the CIP); and
- Mobility Hubs as recommended in the Pasadena Preferred Alternative.

It is anticipated that no earlier than February 2018, Metro staff will report back to the Metro Board regarding the consolidated Early Action Projects list. If approved, Metro staff will amend the Fiscal Year 2018-19 Metro Budget to initiate and implement funding

for the EAPs as early as March 2018. However, Metro has advised that funding will ultimately be contingent upon the release of the FEIR/FEIS for the SR-710 North by Caltrans.

Metro staff has indicated that there is approximately \$1 billion available to implement local mobility improvement projects. The funds are comprised of the following sources:

Eligible Project Areas/Sponsors	Fund Source, (\$'s in millions)				
	Local	State			Federal
	Measure R	710 North Rehabilitation Account	Regional Improvement Program	Congestion Mitigation and Air Quality	Regional Surface Transportation Program
	\$780.0	TBD*	\$214.0	\$69.6	\$13.7
Category 1 Projects					
710 North Corridor Cities, 710 North Study Area, San Gabriel Valley	X				
Los Angeles Central Subregion			X	X	X
Unincorporated East Los Angeles			X	X	X
Category 2 Projects					
Alhambra, La Canada Flintridge, Pasadena, South Pasadena and 90023		X			

*710 North Rehabilitation Account funding will be determined by the sale of Caltrans Surplus Properties

Of the \$1 billion available, the City is eligible to receive funding for projects from the remaining Measure R Funds and the SR-710 North Rehabilitation Account (funding amount will be based on the sale of the Caltrans Surplus Properties). Measure R originally allocated \$780 million for the SR710 North. Of that amount, approximately \$40 to \$70 million has been spent on the EIR/EIS and \$105 million has been allocated to the TSM/TDM Alternative by the recent Metro Board action. The remaining Measure R funds for the EAPs are approximately \$600 million.

Metro staff has not provided specific information on how the EAP funds will be allocated or how the projects will be selected at this time.

COUNCIL POLICY CONSIDERATION:

The proposed action is consistent with Council adopted Mobility Element objectives to promote a livable community and to protect neighborhoods by discouraging traffic from intruding into neighborhoods. The recommended EAPs for Pasadena are consistent with the Pasadena Preferred Alternative for the SR710 North.

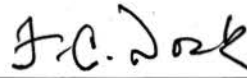
ENVIRONMENTAL ANALYSIS:

The proposed action 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. It is anticipated that funded EAPs will undergo environmental review at the time they are funded for design.

FISCAL IMPACT:

The costs associated with this action are minor and include ongoing staff work to prepare the transmittal letter for the Early Action Projects list. Until Metro selects the Early Action Projects and defines the terms under which the projects will be funded, it is not possible to determine the fiscal impact. It is anticipated that Metro will address each project or category of projects through a funding agreement with individual cities, at which time, the fiscal impact of each project agreement will be known.

Respectfully submitted,



FREDERICK C. DOCK
Director
Department of Transportation

Approved by:



STEVE MERMELL
City Manager

Attachments: (1)

Attachment A – Nelson/Nygaard Memorandum Report