

Agenda Report

May 24, 2021

TO: Honorable Mayor and City Council

FROM: Department of Transportation

**SUBJECT: AMENDMENT TO CONTRACT 31434 WITH POINTC, LLC (PointC)
FOR CONSULTANT SERVICES TO CONDUCT A STATE ROUTE 710
NORTHERN STUB REPURPOSING SUPPLEMENTAL ANALYSIS**

RECOMMENDATION:

It is recommended that the City Council:

1. Find that this action is exempt under the California Environmental Quality Act (CEQA) in accordance with Section 15061(b)(3), the General Rule that CEQA only applies to projects that may have an effect on the environment;
2. Authorize the City Manager to amend Contract 31434 with PointC to increase the contract amount by \$343,433, which includes the base amount of \$327,079 and a contingency amount of \$16,354 (5% of the base amount increase) to provide for any necessary change orders, thereby increasing the total not to exceed amount from \$453,568 to \$797,001, through December 31, 2022, for consultant services to conduct a SR 710 Northern Stub Repurposing Supplemental Analysis;
3. To the extent, this could be considered a separate procurement subject to the Competitive Selection Process, it is further recommended that the City Council grant the proposed contract an exemption from the Competitive Selection Process pursuant to Pasadena Municipal Code (P.M.C.) Section 4.08.049(B), contracts for which the City's best interests are served.

BACKGROUND:

On March 11, 2019, City Council authorized the City Manager to enter into a contract with PointC for consultant services to develop and implement a strategy to advance City interests in the State Route 710 (SR 710) alignment between I-210 and I-10 interchanges. On November 25, 2019 City Council authorized the City Manager to amend this contract to provide a technical feasibility study for this effort.

In the November 26, 2018 State Route 710 North Project Final Environmental Impact Report/Environmental Impact Statement (Final EIR/EIS), Caltrans identified the

Transportation System Management/Transportation Demand Management (TSM/TDM) as the locally preferred alternative. Since then, the Los Angeles County Metropolitan Transportation Authority (Metro) has coordinated the advancement of TSM/TDM efforts to be implemented in lieu of at 710 North connection.

Identifying the TSM/TDM as the locally preferred alternative has facilitated local, multi-modal capacity enhancement projects to advance and be implemented, however, this action alone did not preclude the possibility of a future 710 North freeway connection. As long as the gap corridor remains listed in the California freeway and expressway system, the potential of a future connection exists.

Pasadena's goal is to not only have the 710 North gap corridor delisted from the State highway system, but to have the streets within the SR 710 City boundaries (stub) to be relinquished to the City thereby regaining local control. Delisting the SR 710 North and achieving relinquishment requires several interim steps, the first being reaching an agreement with Caltrans, with the California Transportation Commission (CTC) serving as the final decision making body.

As a result of legislation introduced by Portantino (SB 7) and Holden (AB 29), the California Street and Highways Code, Section 622.3 indicates that the CTC may make a determination to relinquish the portion of SR 710 that is contained within the City of Pasadena to the City if Caltrans and the City enter into an agreement providing for that relinquishment. The ongoing coordination with Caltrans and feasibility study, both as facilitated and carried out by PointC has served as the first key step towards the City's efforts to securing an agreement from Caltrans.

SR710 REPURPOSING FEASIBILITY STUDY

Staff has been engaged with Caltrans in ongoing working group and coordination efforts aimed at determining the technical feasibility of converting the existing freeway to freeway interchange into a local street network with connections to I-210 and SR-134. This initial step of defining the local connections is the first step in the city's long-term goal of regaining control over the 710N "stub" area, securing relinquishment and developing a land use and transportation plan for roughly, the area between Walnut Street and California Boulevard.

Two concepts were developed in order to demonstrate to Caltrans how the local to freeway connection could function while preserving their operational capacity. A traffic operations analysis was conducted which included collection of existing traffic volumes, an operations analysis for existing conditions and future year 2045 conditions, a collision analysis, and an analysis of vehicle miles travelled (VMT). Caltrans identified a third option late in the study process, for which a qualitative analysis was conducted. Although staff is not supportive of Concept 3, carrying it in the feasibility study and analyzing it further is important for the overall process and securing Caltrans support.

PointC has completed the technical feasibility assessment that included both a traffic analysis and an initial engineering analysis for this area. The Feasibility Study did not assume any land use considerations for the project area, but rather focused on the

ability to eliminate the freeway-to-freeway interchange ramps and create local system connections to Interstate 210 and State Route 134.

Based on the completed Feasibility Study developed through this collaborative effort, the City and Caltrans agreed to move forward with the next steps in the relinquishment process. On January 11, 2021, Caltrans District 7 Director, Tony Tavares, provided the City a letter stating that Caltrans was satisfied, based on the analysis conducted to this point, that modifying the system from a freeway to freeway connection to a local to freeway connection would not create a significant effect on state highway and/or federal highway operations or safety. As identified in the technical feasibility assessment, additional technical analysis was requested by Caltrans as part of the immediate next step.

CONTRACT AMENDMENT

Specialized expertise is needed to continue the analysis associated with the relinquishment effort. The supplemental traffic analysis requested by Caltrans includes developing a Vissim simulation model, intersection and freeway ramp queuing analysis and a freeway ramp weaving analysis. To that end, staff is requesting to amend Contract 31434 with PointC, a Pasadena firm, to conduct the supplemental traffic analysis and ongoing coordination with Caltrans related to the relinquishment process.

An amendment to the PointC contract is recommended because of their current involvement in the development and implementation of a strategy to advance city interests in the SR 710 North alignment between I-210 and I-10 interchanges, in addition to their history of similar work. PointC has successfully coordinated this effort with Caltrans to date and their team has the technical expertise to efficiently complete this next step in a timely manner.

COUNCIL POLICY CONSIDERATION:

The 710 Norther Stub Repurposing Supplemental Analysis will assist in advancing the following objectives of the Mobility Element:

- Policy 1.2 - Promote greater linkages between land uses and transit, as well as non-vehicular modes of transportation to reduce vehicular trip related emissions.
- Policy 1.3 - Recognize the distinctive transportation needs of the community and deliver appropriate transportation services developed through public outreach programs.
- Policy 1.26 - Continue to coordinate with other governmental agencies in the area, including municipalities, Southern California Association of Governments, Metro and the San Gabriel Valley Council of Governments to address issues of mutual concern related to the transportation system.

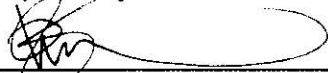
ENVIRONMENTAL ANALYSIS:

The City's Environmental Administrator has determined this contract is categorically exempt under the California Environmental Quality Act ("CEQA") Guidelines in Section 15061 (b) (3), the General Rule. The proposed action is to prepare a supplemental traffic analysis to support the City's interests in the SR 710 North corridor. The activity is covered by the general rule that CEQA only applies to programs that have a potential for causing a significant effect on the environment. There are no changed circumstances or new information which would require further environmental review.

FISCAL IMPACT:

The cost of this action will be \$343,433 accounting for \$327,079 base bid and \$16,354 (5%) assigned as a contingency, for a revised total contract value not to exceed \$797,001. The contract administration cost has been programmed in both the City Manager's and Transportation Department's annual operating budget. Existing budget appropriation for the FY 2021 portion of this contract award is available in the City Manager's operating budget and Transportation Department's operating budget. The FY 2022 portion of the contract will be included in both the City Manager's Office Transportation Department's budget request. City staffing costs to manage this contract and participate in the project are minimal and will be absorbed within the operating budgets of the departments involved in the project.

Respectfully submitted,



LAURA RUBIO-CORNEJO
Director
Department of Transportation

Prepared by:



Joaquin T. Siques
Deputy Director

Approved by:



STEVE MERMELL
City Manager