

Agenda Report

May 11, 2026

TO: Honorable Mayor and City Council

THROUGH: Finance Committee

FROM: Department of Transportation

SUBJECT: AUTHORIZE THE CITY MANAGER TO ENTER INTO A FUNDING AGREEMENT WITH THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (METRO) TO ACCEPT METRO PROPOSITION C FULFILLMENT FUNDS FOR UNPROGRAMMED SURFACE TRANSPORTATION PROGRAM-LOCAL (STP-L) IN THE AMOUNT OF \$418,646 FOR THE TRAFFIC SIGNAL AT DEL MAR BOULEVARD AND KINNELOA AVENUE PROJECT AND AMEND THE FY 2026 CIP BUDGET TO APPROPRIATE \$418,646

RECOMMENDATION:

It is recommended that the City Council:

1. Find that this action proposed herein is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to State CEQA Guidelines Section 15301;
2. Authorize the City Manager to enter into a funding agreement with Metro to receive Proposition C fulfillment funds for unprogrammed STP-L balance in the amount of \$418,646 and execute any subsequent agreements regarding this grant award; and
3. Amend the Fiscal Year 2026 Capital Improvement Program (CIP) Budget to recognize and appropriate \$418,646 in STP-L Proposition C fulfillment funds to the Traffic Signal at Del Mar Boulevard and Kinneloa Avenue Project (75922).

BACKGROUND:

The Los Angeles County Metropolitan Transportation Authority (Metro) historically distributes approximately \$31 million in Federal Surface Transportation Block Grant funds each year to Los Angeles County agencies through the Surface Transportation Program-Local (STP-L) program, using a population-based allocation method. In 2021 and 2022, the federal government issued Corrective Actions to Caltrans and the Southern California

Association of Governments, determining that this population-based distribution did not comply with Surface Transportation Block Grant requirements. The Corrective Action became effective on July 1, 2023, preventing local agencies from programming or accessing their remaining unprogrammed STP-L balances. On April 24, 2025, the Metro Board of Directors authorized the use of Proposition C funds to fulfill the City of Pasadena's unprogrammed STP-L balance of \$418,646. These funds will be used to advance an important intersection enhancement: the Traffic Signal at Del Mar Boulevard and Kinneloa Avenue Project.

The Project is included in the City Council-approved Measure M Multi-Year Subregional Program project list and the City's Capital Improvement Program (CIP). The Project aims to improve safety for all road users including motorists, pedestrians, and bicyclists. The new traffic signal at this location will enhance safety at the existing uncontrolled marked crosswalk that crosses Del Mar Boulevard, providing enhanced walking connections to the Pasadena Community Urgent Care facility on the south side of Del Mar Boulevard. In addition to meeting traffic signal warrants based on the distance between adjacent traffic signals, the Project will incorporate Leading Pedestrian Intervals, which give pedestrians a head start to enter the crosswalk before vehicles receive a green light, improving visibility and reducing conflicts with turning vehicles. The signal will also include Accessible Pedestrian Signal push buttons, providing audible and vibrotactile cues that help all users, especially those with visual or mobility impairments, navigate the intersection safely and reliably. Furthermore, the Project will use a video detection system for traffic signal actuation to detect approaching vehicles, allowing the signal to operate more efficiently and respond to real-time traffic conditions. Together, these features support efficient traffic flow while providing safer and more frequent signalized crossings for pedestrians walking along Del Mar Boulevard.

COUNCIL POLICY CONSIDERATION:

The Traffic Signal Project at Del Mar Boulevard and Kinneloa Avenue enhances safety and access for all travel modes at this intersection is consistent with Mobility Element Policy 1.7 (Design streets to achieve safe interaction for all modes of travel particularly for pedestrians and bicycle users), and Policy 1.12 (apply traffic management measures to manage vehicular speeds as a function of designated street type to ensure safe and orderly movement of all modes of travel).

ENVIRONMENTAL ANALYSIS:

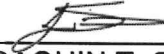
The actions proposed herein are categorically exempt from the California Environmental Quality Act (CEQA), pursuant to State CEQA Guidelines Section 15301 and there are no features that distinguish this Project from others in the exempt class; therefore, there are no unusual circumstances. A Section 15301 exemption allows, in part, for minor alterations of existing public facilities involving negligible or no expansion of the use. This includes minor alterations to existing streets and sidewalks, such as transit improvements that do not create additional traffic lanes. The actions proposed herein, authorizing the City Manager or designee to enter into an agreement to receive grant funding and amend

the FY2026 CIP to install a new traffic signal for an existing intersection, without creating additional traffic lanes, is exempt from further environmental review.

FISCAL IMPACT:


Approval of this recommendation will amend the FY 2026 Capital Improvement Program Budget by recognizing and appropriating \$418,646 in STP-L Proposition C fulfillment funds in the CIP Fund (Fund 301) to the Traffic Signal at Del Mar Boulevard and Kinneloa Avenue Project (75922). The Project is also funded through Local Alternative Transportation Improvement Program (LATIP) in the amount of \$556,000. There is no impact to the General Fund.

Respectfully submitted,



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