

# Agenda Report

**To: CITY COUNCIL** **Date: March 27, 2000**

**From: City Manager**

**Re: Approval to Apply for Grants from the Los Angeles Metropolitan Transportation Authority (MTA) under the 2000 State Transportation Improvement Program**

## **RECOMMENDATION:**

It is recommended that City Council:

1. Adopt a resolution approving the submission of grant applications to MTA requesting funds for the following planning grants:
  - a) Traffic Management Center Modernization
  - b) Transit Compressed Natural Gas Fueling and Maintenance Center
2. Adopt a resolution approving the submission of a grant application to MTA for funding of the following construction projects:
  - a) Arroyo Parkway Corridor Transportation Improvements
  - b) Blue Line Quad Railroad Crossing Gates

## **BACKGROUND:**

On February 28, 2000, the MTA notified local agencies of a special Abbreviated Call for Projects involving two funding sources. The primary funding source is the State Transportation Improvement Program (STIP). The California Transportation Commission (CTC) is expected to release funds for capital projects within the next several months, in response to the Governor's Transportation 2000 Program, initiated with the State of the State message last month. This STIP will be totally funded by Federal transportation funds, that should amount to between \$100 and \$200 million for the State. The total level of funding has not yet been established by the CTC.

A second funding source is Assembly Bill 1012. Assembly Bill 1012 was enacted in 1999 in response to the inability of the transportation community to deliver construction-ready projects in a timely manner. The bill provides a means to develop a shelf list of projects that

are ready to be programmed in future STIP's. A total of \$65 million is allocated to funding programs for agencies in Los Angeles County. These monies are available to fund environmental review, for project approvals, and for Plans, Specifications & Estimates (P.S.&E.) of future projects. The grants are made available now to plan projects to be ready for construction grant funding in November 2000. The next scheduled Call for Project applications is scheduled for November, 2000, with project awards one year later.

STIP eligible projects must meet the following criteria:

- They must be capital projects, operations and maintenance costs are excluded,
- They should exceed \$750,000 in total value,
- They must have a Project Study Report (PSR) or PSR equivalent, including project justification, alternatives analysis, environmental issues, and cost breakdown, and
- The project must be ready for commencement by December 2000.

AB 1012 eligible projects must:

- Be STIP eligible projects,
- Be used only for planning and design costs,
- Be ready for commencement by December, 2000,
- Meet federal funding guidelines, and
- Have a preliminary PSR or PSR equivalent in process.

STIP and AB 1012 projects are classified and evaluated in five defined categories:

- Freeway / HOV / Gap Closure – generally reserved exclusively for large Caltrans projects,
- Regional Surface Transportation Improvements – street widening, street extensions, bridge reconstruction, etc.,
- Signal Synchronization & Bus Speed Improvements – signal improvements, communications, video monitoring, TMC improvements, etc.,
- Bicycle & Pedestrian Improvements – bikeways, sidewalks, etc.,
- Transit Capital – transit facilities, bus acquisition, etc.

Staff identified candidate projects for submittal to MTA from projects included in the Capital Improvement Program (CIP). Candidate projects were compared to restrictions and requirements for project submittal. A final list of projects was defined that satisfied specific needs in the community and that met funding requirements of the program. The recommended projects have previously been before the Transportation Advisory Commission (TAC) in conjunction with their review of the CIP.

Two of the proposed projects are recommended for funding under the AB 1012 planning program. The third project is proposed for funding under the STIP program. These projects represent the most appropriate projects within the MTA funding guidelines that promote solutions to transportation and environmental issues identified in the City's General Plan.

The following two projects are recommended for submittal for AB 1012 funding:

1. **Traffic Management Center (TMC) Modernization**

This project is proposed for funding by AB 1012, which will provide for the planning and design of the system. The TMC modernization project would include the upgrade and expansion of traffic management capabilities to encompass transit monitoring, Blue Line coordination with the City of Los Angeles, traffic signal coordination with the County and neighboring communities, and improved regional communication capabilities. The design of the TMC will be coordinated with the design of other traffic control projects in the city. This project is included in the CIP, but is currently unfunded.

The existing TMC systems were developed about ten years ago to serve the needs of the city. The Pasadena TMC is now envisioned as a component of an overall regional network of systems coordinated through the County of Los Angeles that would monitor and control travel in major mobility corridors between activity centers and between communities. The proposed system is consistent with the planned countywide traffic control architecture.

The funding request is for a total of \$120,000 of planning monies, and the local match is \$30,000. The proposed project will plan TMC improvements over the next ten years. Local matching funds will be derived from Gas Tax funds.

	<b>MASTER PLAN</b>	<b>PRELIMINARY ENGINEERING</b>	<b>TOTAL</b>
Total Project Cost	\$25,000	\$125,000	\$150,000
Grant Amount	\$20,000	\$100,000	\$120,000
Local Match	\$ 5,000	\$ 25,000	\$ 30,000

2. **Transit Compressed Natural Gas (CNG) Fueling and Maintenance Center**

The project involves the development of a preliminary Master Plan, Architectural and Engineering Design, and environmental clearance for the construction of a transit CNG fueling and maintenance facility for the Pasadena ARTS and Dial-a-Ride services. The planning and design activities are necessitated by recent rulings that impact bus operations and a long-term maintenance issue. This project is included in the adopted CIP, but is unfunded.

Recent rulings by the South Coast Air Quality Management District, called Rule 1192, relative to the operation of clean fuel vehicles have made alternative fueling capability essential to the operation of the Pasadena system. The ruling is expected to be adopted next month. The facility will be designed for a 40-bus fleet to accommodate our needs for the next 15 years. The requested funding will allow all project development to take place and enable

Pasadena to request construction funding in the next funding cycle at the end of this year. A site for the facility has not been selected.

The City currently contracts for operation and maintenance services to a private contractor who also provides facilities to maintain the system. The maintenance facility contract will reach the end of the contract period in about one-year, and the contract may not be renewed. The existing maintenance facility has no CNG fueling station, and the available fueling sites do not have alternative fueling available.

A funding request of \$325,000 is requested for planning funds, with a local match of \$325,000. Transit funding requires a 50% local match. Local match funds are available from Proposition C.

	<b>CONSTRUCTION</b>	<b>MASTER PLAN</b>	<b>ARCH &amp; ENGR.</b>	<b>TOTAL</b>
Total Project Cost	\$7,500,000	\$ 150,000	\$ 500,000	\$8,150,000
Project Planning Cost		\$ 150,000	\$ 500,000	\$ 650,000
Grant Amount		\$ 75,000	\$ 250,000	\$ 325,000
Local Match		\$ 75,000	\$ 250,000	\$ 325,000

The following projects will be submitted for STIP grant funding:

### 3. Arroyo Parkway Corridor Transportation Improvements

The State of California plans to relinquish Arroyo Parkway between Colorado Blvd. and Glenarm St. to Pasadena. This proposed STIP funded project will supplement planned State funding of street refurbishment to improve traffic management and control. The construction will include the upgrade of traffic signals at Colorado Blvd., Green St., Cordova St., Del Mar Blvd., California Blvd., and Glenarm St. A new fiber communications system will be installed, and CCTV traffic monitoring will be installed at two locations. Communications and control facilities for future coordination of the Blue Line will also be installed.

Programs and funding are currently in place to improve traffic management on Fair Oaks Avenue to the south city limits. This project will maximize the traffic capacity of Arroyo Parkway to improve traffic flow in the entire corridor. The program will enable the acceleration of projects to further reduce traffic in Southwest Pasadena neighborhoods by improving this mobility corridor.

The funding request is for \$720,000 of construction funds, with a local match of \$180,000. The project estimate includes engineering design. Local match will be provided from existing CIP funds and developer funds.

	<b>CONSTRUCTION</b>	<b>ENGINEERING</b>	<b>TOTAL</b>
Total Project Cost	\$800,000	\$100,000	\$900,000
Grant Amount	\$640,000	\$ 80,000	\$720,000
Local Match	\$160,000	\$ 20,000	\$180,000

### 3. Blue Line Quad Railroad Crossing Gates

A new type of crossing gate is available for light rail at-grade crossings that utilizes two gate arms on each side of the track with a center median island. The two gates and median prevent a vehicle from circumventing a single gate arm, thus creating a significantly safer at-grade crossing.

This project will fund the construction of the quad crossing gates at the three at-grade crossings of the Blue Line rather than a standard crossing gate. The requested funds will provide the additional funding needed for the quad gates, since funds for a standard gate are already in the MTA costs for construction. The additional incremental cost of the quad gates is estimated at \$700,000 for the three gate locations. The local match of \$140,000 will be obtained from Proposition A and C reserves. This project compliments the Arroyo Parkway Corridor project to provide a safe and efficient rail crossing system.

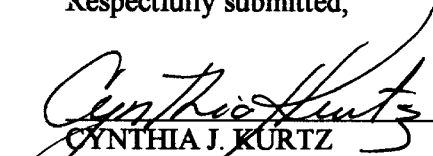
	<b>CONSTRUCTION</b>	<b>ENGINEERING</b>	<b>TOTAL</b>
Total Project Cost	\$600,000	\$100,000	\$700,000
Grant Amount	\$480,000	\$ 80,000	\$560,000
Local Match	\$120,000	\$ 20,000	\$140,000

A more detailed description of the proposed projects is contained in Appendix A.

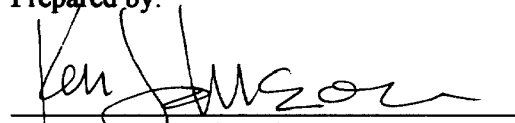
**FISCAL IMPACT:**

Grant applications are recommended for submittal to MTA for possible funding to the city of up to 80% of the total project cost in the 2000 Call for Projects. Matching funds are identified from Proposition A and C reserve for future projects and Gas Tax funds.

Respectfully submitted,

  
CYNTHIA J. KURTZ  
City Manager

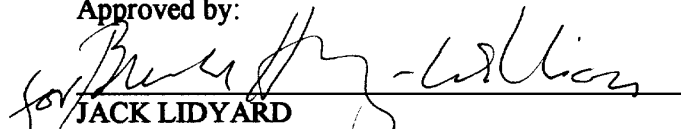
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