

Agenda Report

December 13, 2010

TO: Honorable Mayor and City Council
FROM: Department of Public Works
SUBJECT: AMEND PROJECT DESCRIPTION FOR THE SOUTH ACCESS PEDESTRIAN BRIDGE TO THE SIERRA MADRE VILLA LIGHT RAIL STATION IN THE FY2011 CAPITAL IMPROVEMENT PROGRAM

RECOMMENDATION:

It is recommended that the City Council direct staff to amend the project description for the South Access Pedestrian Bridge to the Sierra Madre Villa Light Rail Station project in the FY 2011 Capital Improvement Program, to the South Access Pedestrian Corridor Improvements from Colorado Boulevard to the Sierra Madre Villa Light Rail Station.

BACKGROUND:

The existing project in the FY 2011 Capital Improvement Program includes the construction of a southern pedestrian overcrossing, from the Sierra Madre Villa Gold Line Station in the median of the I-210 freeway, extending to the south and spanning over the eastbound freeway lanes. The bridge would provide a direct access for pedestrians and bus riders approaching the subject Gold Line Station from the south.

In May 2010, the required Project Study Report/Project Report (PSR/PR) was submitted to Caltrans and MTA for approval, prior to commencing the final project design. Caltrans responded that based on a recent Transportation Concept Report (TCR), the City's proposed project did not allow for the future widening of I-210 freeway. As a result of the future widening requirement from Caltrans, there are two options related to the design and construction of the proposed bridge. The first option would be to redesign the bridge to extend further south onto the private property currently utilized by OSH Hardware, resulting in significant additional expense to acquire more right-of-way. The second option would be to construct the bridge in the location originally proposed, and to execute a cooperative agreement with Caltrans. The agreement would require the City to remove and reconstruct the pedestrian overcrossing, when Caltrans decided to widen 210 Freeway in the future. With either option, MTA also indicated that the City would need to sign an agreement, indicating the City would pay for the future maintenance of the bridge.

Based on the liabilities for cost and requirements to remove built facilities in future, it is recommended that the description of the current project be amended and the scope reduced from constructing a new pedestrian bridge to constructing a pedestrian access corridor along the east side of Sierra Madre Villa Avenue from Colorado Boulevard to the Sierra Madre Villa Gold Line Station. The proposed improvements would include widening the existing sidewalk, constructing streetscape and landscape enhancements including a public art piece, and installing new street lighting. A preliminary plan is included as Attachment A.

The revised project will provide a direct access for pedestrians and bus riders approaching the Gold Line station from the south, and will minimize the construction impacts to the OSH property, Caltrans, and MTA rights of way. If the City wishes to proceed with the bridge construction in the future, it is possible that the opportunity may arise to partner with the owner of the OSH property to construct a joint development with a pedestrian bridge, resulting in minimum impacts to Caltrans and MTA right of way.

The project costs expended to date include the betterments with the Gold Line construction, the preparation of environmental documents, and the design of the proposed bridge structure, which total approximately \$1,300,000. The additional costs for the revised project include environmental, right of way acquisition, design and construction, which total approximately \$1,000,000. Therefore, the total cost to complete the revised project is estimated to be \$2,300,000.

COUNCIL POLICY CONSIDERATION:

This project supports the City Council Strategic Goal to Improve, Maintain and Enhance Public Facilities and Infrastructure. This project is consistent with the Mobility Element of the General Plan by helping to coordinate and link Pasadena's transportation system with existing and planned regional systems, and participating in the planning of these systems.

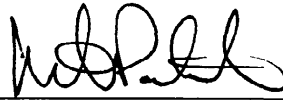
ENVIRONMENTAL ANALYSIS:

The environmental study was completed in FY 2004. The supplemental environmental document for Federal environmental clearance was completed in FY 2007. Since the scope of the project will be reduced, no further environmental review is required.

FISCAL IMPACT:

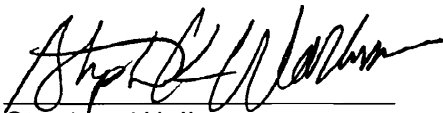
The estimated total cost of the original project is \$6,500,000, and the estimated total cost of the revised project is \$2,300,000 which includes design expenses to date. Sufficient funds are available from FTA Federal Bus and Bus Facilities Funding (\$1,600,000), Gold Line Surplus Funds (2,400,000), and Proposition A - Transit (\$2,000,000) and Proposition C Funds (\$500,000) in Budget Account 75068, South Access Pedestrian Bridge to the Sierra Madre Villa Light Rail Station. The revised project will be funded up to a maximum of 80% by FTA Federal Bus and Bus Facilities Funding, and by Gold Line Surplus Funds for the balance. The cost savings from the revised project will be utilized for Transit, Transportation & Public Works Capital Improvement Projects. The specific reallocation of funds will include \$2,000,000 in Proposition A funds, \$500,000 in Proposition C funds, and a portion of the Gold Line Surplus Funds, which will be determined once amounts and designated projects are identified. The reallocation of funds will be handled as part of the Fiscal Year 2012 CIP process, and will include MTA approval for the proposition A and C Funds.

Respectfully submitted,



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Director
Department of Public Works

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Approved by:



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