



**CITY OF SOUTH PASADENA
MOBILITY AND TRANSPORTATION INFRASTRUCTION COMMISSION
REGULAR MEETING AGENDA**

**Council Chamber
1424 Mission Street, South Pasadena, CA 91030**

June 16, 2020, at 6:30 p.m.

*South Pasadena Mobility and Transportation Infrastructure Commission Statement of Civility
As your elected governing board we will treat each other, members of the public, and city employees with patience, civility and courtesy as a model of the same behavior we wish to reflect in South Pasadena for the conduct of all city business and community participation. The decisions made tonight will be for the benefit of the South Pasadena community and not for personal gain.*

NOTICE ON PUBLIC PARTICIPATION & ACCESSIBILITY

Pursuant to Section 3 of Executive Order N-29-20, issued by Governor Newsom on March 17, 2020, the regular meeting of the Mobility and Transportation Infrastructure Commission for June 16, 2020 will be conducted remotely and held by video conference. The Meeting will be broadcast live on the City's website

http://www.spectrumstream.com/streaming/south_pasadena_mtic/live.cfm) and local cable channels.

Please be advised that pursuant to the Executive Order, and to ensure the health and safety of the public by limiting human contact that could spread the COVID-19 virus, the Council Chambers will not be open for the meeting. Commission Members will be participating remotely and will not be physically present in the Council Chambers.

If you would like to comment on an agenda item, members of the public may submit their comments in writing for consideration, by emailing comments or questions to: mticpubliccomments@southpasadenaca.gov. **Public Comments must be received by 6 p.m., June 15, 2020** to ensure adequate time to compile and post. Public Comment portion of the email is limited to 250 words. Please make sure to indicate: 1) your name; 2) what agenda item you are submitting public comment on, or if it is a general public comment; and/or 3) if you request for your public comment to be read at the meeting.

- CALL TO ORDER:** Chair Sam Zneimer
- ROLL CALL:** Commissioners: Lawrence Abelson, John Fisher, Michelle Hammond, Kimberley Hughes and Sam Zneimer
- CITY COUNCIL LIAISON:** Dr. Richard Schneider, M.D.
- STAFF PRESENT:** Shahid Abbas, Public Works Director, Kristine Courdy, Deputy Director of Engineering and Operations and Leonna DeWitt, Public Works Assistant
- PLEDGE OF ALLEGIANCE:** Chair Sam Zneimer

PUBLIC COMMENTS AND SUGGESTIONS

The Mobility and Transportation Infrastructure Commission welcomes public input. If you would like to comment on an agenda item, members of the public may submit their comments in writing for consideration, by emailing comments or questions to: mticpubliccomments@southpasadenaca.gov. **Public Comments must be received by 6 p.m., June 15, 2020** to ensure adequate time to compile and post. Public Comment portion of the email is limited to 250 words. Please make sure to indicate: 1) your name; 2) what agenda item you are submitting public comment on, or if it is a general public comment; and/or 3) if you request for your public comment to be read at the meeting.

1. Public Comment – General

PRESENTATIONS

- 2. 2020-2025 Citywide Pavement Management Program**
- 3. Update on City Street Improvement Projects**
- 4. Measure M Multi-Subregional Projects (MSP)**

ACTION ITEMS

- 5. Minutes of the Special Joint Meeting of the Public Works Commission and Mobility and Transportation Infrastructure Commission on May 11, 2020**
- 6. Minutes of the Regular Mobility and Transportation Infrastructure Commission on May 19, 2020**
- 7. Review and Recommend that the City Council Approve the Senate Bill (SB1) Resolution**

DISCUSSION ITEMS

8. Commissioner Lead Discussion: COVID-19 Mobility and Transportation Related Matters

COMMUNICATIONS

9. City Council Liaison Communications

10. Commissioner Communications

11. Staff Liaison Communications

ADJOURNMENT

FUTURE MOBILITY AND TRANSPORTATION INFRASTRUCTURE COMMISSION MEETINGS

July 21, 2020	TBD	6:30 p.m.
August 18, 2020	TBD	6:30 p.m.
September 15, 2020	TBD	6:30 p.m.

PUBLIC ACCESS TO AGENDA DOCUMENTS AND BROADCASTING OF MEETINGS

Commission Meeting agenda packets are available online at the City website: <https://www.southpasadenaca.gov/government/boards-commissions/mobility-and-transportation-infrastructure-commission>

ACCOMMODATIONS



The City of South Pasadena wishes to make all of its public meetings accessible to the public. If special assistance is needed to participate in this meeting, please contact the City Clerk's Division at (626) 403-7230. Upon request, this agenda will be made available in appropriate alternative formats to persons with disabilities. Notification at least 48 hours prior to the meeting will assist staff in assuring that reasonable arrangements can be made to provide accessibility to the meeting (28 CFR 35.102-35.104 ADA Title II).

I declare under penalty of perjury that I posted this notice of agenda on the bulletin board in the courtyard of City Hall at 1414 Mission Street, South Pasadena, CA 91030, and on the City's website as required by law.

06/10/20

Date

/s/

Leonna DeWitt

Public Works Assistant

ITEM 2
2020-2025 Citywide Pavement Management
Program



Mobility & Transportation Infrastructure Commission Agenda Report

ITEM NO. 2

DATE: June 16, 2020

FROM: Kristine Courdy, P.E., Deputy Public Works Director

SUBJECT: **Presentation of the 2020-2025 Citywide Pavement Management Program**

Background

In 2015, the City of South Pasadena (City) completed the Pavement Management Program (PMP) which generated a comprehensive report of the Citywide Pavement Condition Index (PCI) for all streets. PCI is a condition rating that ranges from 100, a new pavement section, to 0 for a section that has structurally failed and deteriorated dramatically. The PCI, is utilized on an annual basis to establish a street list for capital improvements. The City has 68.9 section miles of roadway, and in 2015 the overall condition of the City's pavement network was rated as poor (average PCI of 59). In 2020, the previous PMP will be five years old. Recently the City has updated the evaluation of the City's pavement condition and completed a report through a professional consulting firm (Bucknam Infrastructure Group, Inc.).

Discussion/Analysis

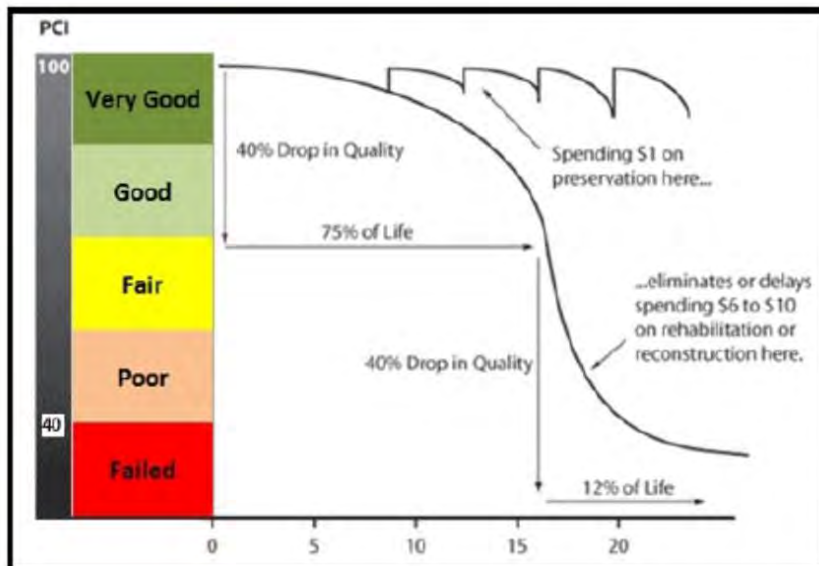
Below is a summary of the City's pavement network consists of 27.1 section miles of arterial/collector streets, 39.4 miles of local streets, and 2.3 miles of alley for a total of 68.8 section miles of streets. Bucknam surveyed all of the streets in the City to provide an updated PCI rating for each street segment. Below is a summary of the current PCI rating for the City's network:

Condition	PCI Range	Arterial	Local	Alleys	Total	% of Network
Very Good	86-100	9.4	6.4	1.1	16.9	25%
Good	75-85	3.8	4.8	0.0	8.6	13%
Fair	60-74	2.8	6.8	0.0	9.6	14%
Poor	41-59	7.9	11.3	0.2	19.4	28%
Very Poor	0-40	3.2	10.1	1.0	14.3	21%
		27.1	39.4	2.3	68.8	

Although, the weighted PCI has slightly improved over the last five years to 63.8, the City's overall pavement network is classified as poor. The weighted average PCI for the City's arterial/collector network is 68.2 and local network is 58.9. The total replacement value of the City's pavement network is over \$87M.

Bucknam evaluated strategies to preserve the City's pavement network including cost effective pavement maintenance methods. For pavement, the goal is to spend money on preservation to extend the life of the pavement versus allowing the pavement to deteriorate requiring costly rehabilitation and reconstruction. Below is the sample of the pavement lifecycle and

deterioration rates that demonstrate the value of having adequate funding for pavement preservation:



Below is an overview of the typical annual funding available for street improvement and preventative maintenance pavement projects in previous fiscal years:

Fund Description	Funding
General Fund (104)	\$1,400,000
Measure R (233)	\$336,000
RMRA-SB1 (237)	\$460,000
Measure M	\$380,000
Total	\$2,576,000

\$2.57M represents the total funding available for pavement projects. Total project costs include soft costs such as design and engineering, inspection and required testing. These costs are typically ten to fifteen percent of the overall project costs, therefore the proposed construction funding available annually for pavement projects is approximately \$2.2M.

As a result of COVID-19, the City is facing significant General Fund budget shortfalls in the future. Funding for Measure R and Measure M are based on to sales tax revenue, which have also been greatly impacted due to COVID-19. Likewise, SB1 fluctuates based on gas revenue, which has declined over the last several months. Therefore, there is likely a reduction in the revenue sources that fund the City’s pavement projects.

In order to receive Road Maintenance Rehabilitation Act Senate Bill (SB1) funding the City is required to contribute \$1.4M maintenance of effort (MOE) from the General Fund. Budget shortfalls may impact the City’s ability to meet the State required MOE which could result in the City forfeiting SB1 funding. The City has requested that the State waive the MOE requirements while agencies recover from the COVID-19 budget shortfalls however, there has been no final decision regarding the SB1 MOE from the State.

Bucknam evaluated three budget scenarios as part of the 2020-2025 PMP update:

- 1) The condition of the pavement based on the City’s actual budget:

Plan Year	PCI	R&R / Slurry	Overlay / Recon	Total \$	Deferred Maint.
2020-21	63.8	\$115,727	\$2,061,600	\$2,177,327	\$23,515,600
2021-22	67.5	\$346,209	\$1,860,028	\$2,206,237	\$20,212,500
2022-23	69.9	\$125,469	\$2,085,094	\$2,210,563	\$19,050,700
2023-24	72.1	\$154,319	\$2,044,598	\$2,198,917	\$17,574,600
2024-25	74.1	\$82,694	\$2,121,445	\$2,204,139	\$15,987,100
		\$824,418	\$10,172,765	\$10,997,183	

- 2) The necessary annual funding to maintain the current PCI 63:

Plan Year	PCI	R&R / Slurry	Overlay / Recon	Total \$	Deferred Maint.
2020-21	63.8	\$55,400	\$299,800	\$355,200	\$23,515,600
2021-22	63.8	\$88,700	\$261,400	\$350,100	\$24,201,400
2022-23	63.9	\$56,100	\$295,100	\$351,200	\$25,254,900
2023-24	63.7	\$45,300	\$302,700	\$348,000	\$26,360,600
2024-25	63.9	\$38,900	\$312,600	\$351,500	\$27,622,500
		\$284,400	\$1,471,600	\$1,756,000	

- 3) Funding scenarios to reach a PCI of 80:

Plan Year	Five-Yr Reach 80	W. PCI	Seven-Yr Reach 80	W. PCI	Ten-Yr Reach 80	W. PCI
2020-21	\$3,491,900	69.2	\$2,982,400	68.7	\$2,253,300	68.5
2021-22	\$3,490,300	72.5	\$2,988,400	71.2	\$2,250,800	69.5
2022-23	\$3,488,700	75.3	\$2,989,200	73.8	\$2,249,600	71.2
2023-24	\$3,492,400	79.5	\$2,989,600	76.3	\$2,251,400	73.1
2024-25	\$3,494,800	80.7	\$2,986,300	79.2	\$2,251,900	73.9
2025-26	~	~	\$2,988,400	80.2	\$2,245,400	75.1
2026-27	-	-	\$2,984,200	80.6	\$2,253,100	76.9
2027-28	-	-	~	~	\$2,253,800	77.6
2028-29	-	-	~	~	\$2,248,900	78.2
2029-30	-	-	~	~	\$2,248,600	80.0
	\$17,458,100		\$20,908,500		\$22,506,800	

When analyzing each funding scenario it is important to evaluate the pavement condition (PCI) and the economic condition (deferred maintenance). If the pavement program is not adequately funded then the deferred maintenance costs will drastically increase over time. It will be difficult for the City to catch up on critical improvements to the pavement infrastructure if there is a high deferred maintenance backlog is accumulated.

The deferred maintenance drastically increases under scenario 2 when the funding for the pavement program decreases. Therefore, it is recommended at a minimum to maintain the existing funding levels in the pavement management program, which will allow for the projected PCI to increase to 74.1 and the deferred maintenance to decrease to \$15.9M by 2024-25.

The costs included in the PMP are for pavement construction costs only. It does not include other right of way improvements such as sidewalks, curb, gutter, ramps, street lights, trees, and

utilities. Utility work for water and sewer are funded from the enterprise funds, not the funding available for the pavement projects. However, there is limited funding available for other right of way improvements such as sidewalks, curb, gutter, ramps, street lights and trees. If the City would like to include right of way improvement during pavement projects then additional funding sources will need to be identified for these improvements or a portion of the pavement costs will need to fund these improvements. Funding right-of-way improvements from the available pavement funding will decrease the funding available for pavement and this will inhibit the PCI to improve and further increase the deferred maintenance costs.

Moving forward the PMP will be utilized for the City's street improvement and preventative maintenance projects in the City multi-year Capital Improvement Program.

Fiscal Impact

Funding for the Citywide Pavement Management Program update was included in the FY 2019-20 budget in the Public Works Administration Consulting Services and Prop C budgets.

Public Notification of Agenda Item

The public was made aware that this item was to be considered this evening by virtue of its inclusion on the legally publicly noticed agenda, posting of the same agenda and reports on the City's website and/or notice in the *South Pasadena Review* and/or the *Pasadena Star-News*.

ITEM 3
Update on City Street Improvement Projects



Mobility & Transportation Infrastructure Commission Agenda Report

ITEM NO. <u> 3 </u>

DATE: June 16, 2020

FROM: Kristine Courdy, P.E., Deputy Public Works Director

SUBJECT: **Presentation of the Street Improvement Project Status Update**

Background

On June 6, 2019 the City adopted a multi-year CIP for FY 2020-2024. Under the Street and Streetscape CIP sections are the Preventative Maintenance and Street Improvement Projects. The CIP allocates a lump sum of funding available for these two types of projects. On August 21, 2019 the City Council approved the 2019-20 FY Street Improvement Project list.

Discussion/Analysis

In 2015, the City of South Pasadena completed the Pavement Management Program (PMP), which generated a comprehensive report of the citywide Pavement Condition Index (PCI) for all streets. The PCI, in conjunction with engineering recommendation, citizen participation, and PWC input were utilized to establish the street list for capital improvements. The City has 68.9 section miles of roadway, and in 2015 the average PCI of the City streets was approximately 59.4. Historically, the City allocates approximately \$2.0M per FY for street improvement projects in effort of improving the City’s pavement condition. Attachment 1 has a street improvement map showing projects completed since 2015, projects under construction, design, and the 2019-20 FY approved street improvement project list. Overall 4.7 miles of street improvement projects have been completed since 2015. Below is a status update on the approved Street Improvement Projects over the last three fiscal years:

2017-18 FY Street Improvement Projects

Below is an overview of Street Improvement Projects that were included in the 2017-18 FY budget and a brief status update:

Street	From	To	PCI	Estimates	Status Update
Camino del Sol	St. Albans	Santa Teresa	38	\$450,000	Under Construction. Estimated completion, late summer 2020.
Monterey Road (Phase 3)	Via Del Rey	Pasadena Ave	40	\$425,000	Under construction. Estimated completion, July 2020.
Bushnell Ave	Oak St	Huntington Dr.	32	\$400,000	Completed in October 2019.
Diamond Ave	Monterey Road	Lyndon St	38	\$180,000	Completed in October 2019.
Alpha Ave	La Fremontia	Valley View Rd	39	\$390,000	Under Construction. Estimated completion, late summer 2020.

2018-19 FY Street Improvement Projects

Presentation of the Street Improvement Project Status Update

June 16, 2020

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Below is an overview of Street Improvement Projects that were included in the 2018-19 FY budget and a brief status update:

Street	From	To	PCI	Estimates	Status Update
Camino del Sol	Santa Teresa	Via Del Rey	59	\$450,000	Under Construction. Estimated completion, late summer 2020.
Monterey Road	West City Limit	Arroyo Verde Rd	40	\$155,000	Finalizing Construction bid package.
Monterey Road	Arroyo Verde Rd	Pasadena Ave	40	\$535,000	Finalizing Construction bid package.
Alta Vista Ave	Oak Crest Ave	Mountain View Ave	63	\$100,000	Finalizing Construction bid package.
Forest Ave	Mission St	Dead End	38	\$200,000	Finalizing Construction bid package.
Sterling Place	Grand Ave	Dead End	5	\$200,000	Finalizing Construction bid package.
Alpha Ave	Camino Lindo	La Fremontia	39	\$393,000	Under Construction. Estimated completion, late summer 2020.
Pine Street	Atlantic	Huntington	36	\$60,000	Complete. City of Alhambra was the project lead.

2019-20 FY Proposed Street Improvement Projects

Below are the list of approved street segments in the 2019-20 FY Street Improvement Project:

Streets	From	To	PCI	Treatment	Est. Cost ¹
Pine Street	Meridian Ave	Huntington Dr	36	AC GO	\$740,000
Maple St	Fremont Ave	Primrose Ave	41	AC GO	\$91,000
Maple St	Meridian Ave	Huntington Dr	36	AC GO	\$64,000
Mill Rd	Garfield Ave	End of street	40	AC GO	\$38,000
Oneonta Knoll St	Fremont Ave	Primrose Ave	34	AC GO	\$89,000
Milan Ave	Edgewood Dr	Oak St	47	ARHM	\$150,000
Alta Vista Ave ³	Mtn View	Indiana Ave	35	AC GO	\$150,000
Edgewood Dr	Milan Ave	Wayne Ave	40	AC GO	\$200,000
Mission Street	Pasadena Ave	Arroyo Dr	37	PCC	\$80,000
Glendon Way	Monterey Rd	Lyndon Street	45	Cape Seal	\$35,000
Arroyo Verde Rd	Monterey Rd	Arroyo Verde Rd	55	Cape Seal	\$70,000
Orange Grove Ave ²	Hawthorne St	El Centro Rd	59	AC GO	\$250,000
Total:					\$1,957,000
Notes: AC GO = Asphalt Concrete Grind & Overlay; ARHM = Asphalt Rubberized Hot Mix; PCC=Portland Concrete Cement					
1) The cost estimates below are preliminary and are only for budgetary purposes. The final cost estimates will be based on final engineering design.					
2) Paving will be coordinated with Monterey Road Phase 3 and the Monterey Road and Orange Grove Signal					

Presentation of the Street Improvement Project Status Update

June 16, 2020

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Projects. Estimated completion July 2020.
3) Paving for Alta Vista Avenue will be coordinated with the 2018-19 FY Alta Vista Avenue street project.

Staff is currently evaluating design proposals for the 2019-20 FY for all street segments except for the following two segments:

- 1) Orange Grove Avenue from Hawthorne Street to El Centro Road: This segment will be paved during Monterey Road Phase 3 and the Monterey Road and Orange Grove Signal installation with an estimated completion of July 2020.
- 2) Alta Vista Avenue from Mountain View to Indiana Avenue: This segment will be coordinated with the 2018-19 FY Alta Vista Avenue from Oak Crest Avenue to Mountain View Avenue.

Preventative Maintenance Projects

The preventative maintenance program typically extends the pavement life for an additional five to seven years and preserves the PCI. Proper pavement maintenance will improve the lifecycle by preventing asphalt raveling, subgrade failures, water intrusion and providing adequate drainage. The PMP recommends slurry seal treatments for street segments with a PCI rating between 85 and 60, and cape seal treatments for street segments with a PCI between 59 and 42. Cape seal treatments are not recommended for arterial streets with higher traffic volumes. The 2017-18 preventative maintenance slurry seal projects have been completed. Below are a discussion of the 2018-19 FY and 2019- FY project lists.

2018-19 FY Preventative Maintenance Slurry Seal Project

The budget for the 2018-19 FY slurry seal work is funded from Measure M. Below is an overview of street segments that are included in the 2018-19 FY Preventative Maintenance Slurry Seal Project:

Name	From	To	PCI	Maint. Type	Total \$
Camden Ave	Huntington Dr	Camden Pkwy	52	Cape Seal	\$200,858
Camden Ave	Camden Pkwy	Oak St	48	Cape Seal	
Court Ave	Huntington Dr	Camden Pkwy	48	Cape Seal	
Fletcher Ave	Huntington Dr	Oak St	65	Type II Slurry	\$17,805
Hardison Ln	Garfield Ave	Dead End	50	Cape Seal	\$23,048
La France Ave	S City Limits	Maple St	63	Type II Slurry	\$24,056
La France Ave	Maple St	Huntington Dr	59	Type II Slurry	
Stratford Ave	Oxley St	Mission St	74	Type II Slurry	\$18,319
Stratford Ave	Monterey Rd	Oxley St	56	Type II Slurry	
Wayne Ave	Huntington Dr	Oak St	66	Type II Slurry	\$17,806
Total:					\$301,892
1) Due to the condition of the street cape seal is the recommended treatment which is significantly more cost than the Type II slurry treatment.					

2019-20 FY Preventative Maintenance Slurry Seal Project

Presentation of the Street Improvement Project Status Update

June 16, 2020

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The budget for the 2018-19 FY slurry seal work is funded from Measure M. Below is an overview of street segments that are recommended for the 2019-20 FY Preventative Maintenance Slurry Seal Project:

Name	From	To	PCI	Maint. Type	Total \$
Stratford Ave	Oak St	Monterey Rd	67	Type II Slurry	\$12,433
Grace Dr	Columbia St	CDS	62	Type II Slurry	\$7,087
Magnolia St	Orange Grove Ave	Meridian Ave	68	Type II Slurry	\$8,254
Magnolia St	Meridian Ave	CDS	77	Type II Slurry	\$6,828
Magnolia St	Fremont Ave	Mound Ave	70	Type II Slurry	\$4,000
Charter Oak St	Grand Ave	Orange Grove Ave	58	Type II Slurry	\$5,831
Grand Ave	Hermosa St	N City Limits	58	Type II Slurry	\$8,092
Orange Grove Terrace	Orange Grove Ave	CDS	72	Type II Slurry	\$3,786
Prospect Dr	Orange Grove Ave	Prospect Cir	65	Type II Slurry	\$4,117
Stoney Dr	San Pasqual Ave	Lohman Ln	57	Type II Slurry	\$12,800
Raymondale Dr	State St	Ellincourt Dr	72	Type II Slurry	\$6,688
Raymondale Dr	Ellincourt Dr	Amberwood Dr	67	Type II Slurry	\$5,791
Prospect Cir	Buena Vista St	Meridian Ave	79	Type II Slurry	\$7,217
Amberwood Dr	Raymondale Dr	Raymondale Dr	82	Type II Slurry	\$9,776
Stratford Ave	Mission St	Clark Pl	61	Type II Slurry	\$9,614
Raymond Hill Rd	Fair Oaks Ave	Mockingbird Ln	41	Cape Seal	\$26,750
Raymond Hill Rd	Mockingbird Ln	Mockingbird Ln	43	Cape Seal	\$59,288
Adelaine Ave	Misson St	Magnolia St	52	Cape Seal	\$43,195
Total:					\$241,547

To reduce administrative costs and increase the project quantities to help reduce the overall bid price, the 2018-19 FY and 2019-20 FY Preventative Maintenance Slurry Projects will be bid together as one project. Staff is completing the bid package to advertise the project to solicit bids.

Fiscal Impact

The following funding is available for street improvement and preventative maintenance projects in the FY 2019-20 CIP:

Fund Description	Funding
General Fund (104)	\$1,400,000
Measure R (233)	\$336,000
RMRA-SB1 (237)	\$460,000
Measure M	\$380,000
Total	\$2,576,000

As a result of the COVID-19 pandemic the City is facing significant financial implications: \$1.6 million general fund shortfall through June 30, 2020 and \$3.5 million general fund shortfall through June 30, 2021. Typically, the City adopts a multi-year Capital Improvement Program (CIP) as part of the budget process. However, due to the financial uncertainty in the 2020-21 FY, the adoption of the CIP will be delayed until later in the year. Once the available funding for street improvement projects is determined, a 2020-21 FY Street Improvement Project list will be finalized.

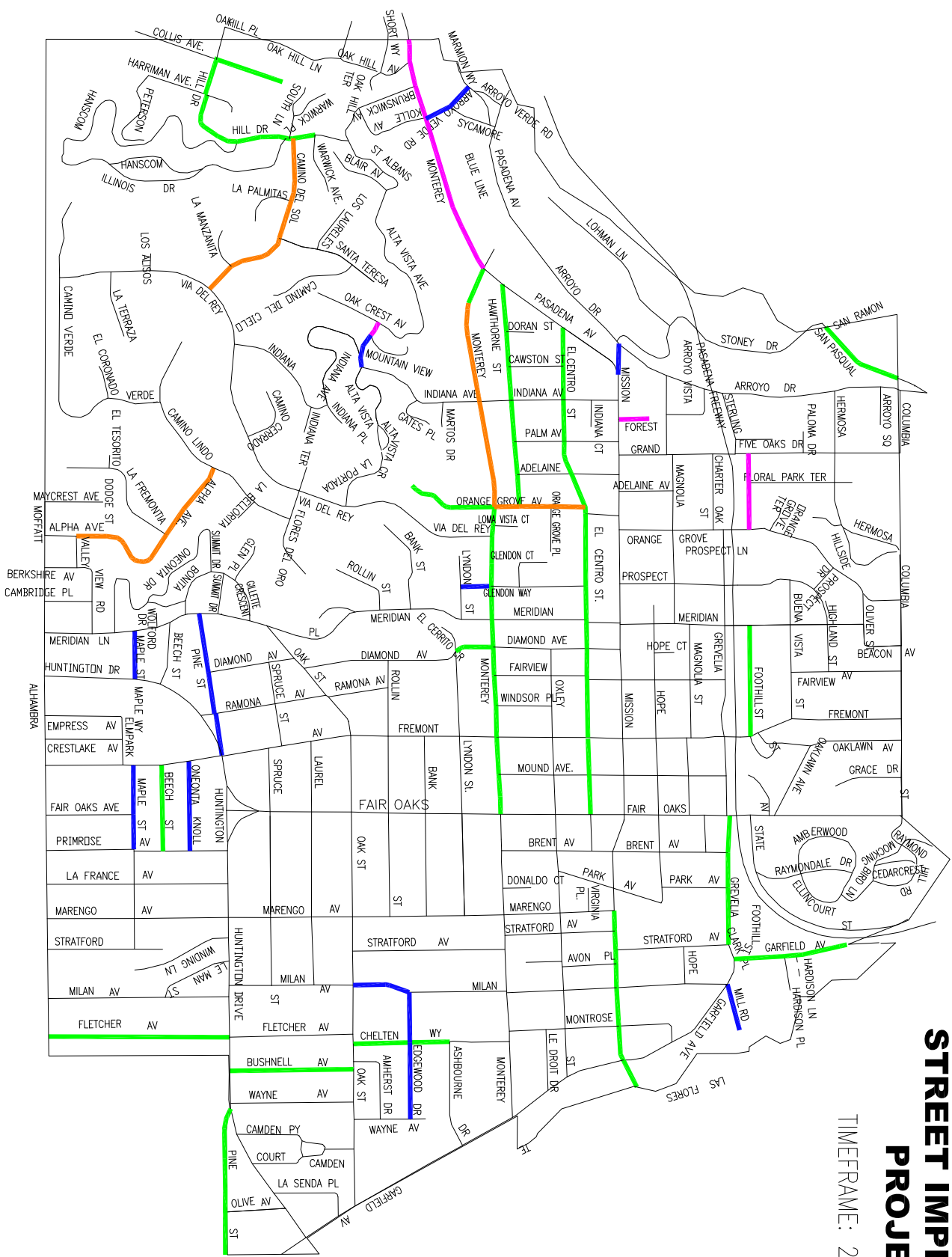
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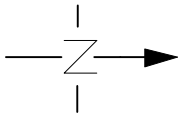
Attachment: Map of Street Improvement Projects

STREET IMPROVEMENT PROJECTS

TIMEFRAME: 2015-2020



- LEGEND**
- █ COMPLETED PROJECTS
 - █ PROJECTS UNDER CONSTRUCTION
 - █ PROJECTS UNDER DESIGN
 - █ 2019-20 PROPOSED PROJECTS



ITEM 4
Measure M Multi-Subregional Projects (MSP)



Mobility & Transportation Infrastructure Commission Agenda Report

ITEM NO. _____

DATE: June 16, 2020
FROM: Kristine Courdy, P.E., Deputy Public Works Director
SUBJECT: Presentation of the Measure M Multi Sub-regional Project Program

Background

On October 4, 2019, the Arroyo Verdugo Steering Committee, comprised of the Cities of Burbank, Glendale, La Canada Flintridge, Pasadena, and South Pasadena, and the Los Angeles County Board of Supervisors Office established the Arroyo Verdugo Communities Joint Power Authorities (AVCJPA) to address regional transportation planning and facilitate the distribution of Measure M funds in the sub-region.

On November 8, 2016, Los Angeles voters approved the passage of Measure M. In order to be eligible to receive Measure M funds, the AVCJPA developed MSP guidelines approved by Metro. These guidelines included a five-year project plan outlining the funding expenditures, public participation plan, and funding agreements between the member jurisdictions. The AVCJPA is anticipated to receive \$24M over the first five fiscal years (FY) from two funding programs; 1) Transit; and 2) Modal Connectivity and Complete Streets; and has agreed to distribute the funding based on a per capita basis. For the first five years of the program South Pasadena was allocated approximately \$1.2M the AVCJPA Measure M MSP Program funding.

Discussion/Analysis

Metro has issued a projection for the sixth (2022-23 FY) and seventh (2023-24 FY) years of the Measure M MSP Program, which includes approximately \$10.5M to the AVCJPA. For these two years of the Measure MPS Program, it has been agreed to again distribute the funding on a per capita basis. Based on the per capita, South Pasadena is projected to be allocated approximately \$510K for these two years of the Measure M MSP Program.

Below is an overview of the South Pasadena projects for the next round of Measure M MSP Funding:

- Meridian Avenue Complete Street from Monterey Road to Kendall Avenue: Meridian Avenue runs north south from Oliver Street at the north end and Kendall Avenue at the southern City border. Meridian Avenue north of Monterey Road has the Gold Line and SR-110 crossings that provide barriers to route traffic to adjacent streets such as Orange Grove Avenue. The City has received numerous complaints regarding speeding and pedestrian safety on Meridian Avenue south of Monterey Road to the City limit at Kendall Avenue. This street segment is adjacent to South Pasadena High School, which has high pedestrian traffic accessing the campus. The City has implemented additional signage and striping improvements to aid in increasing pedestrian awareness and slowing motorists. Additional active transportation and traffic calming elements for Meridian Avenue requires data collection, traffic studies, and engineered improvements, which

require additional funding. The Meridian Avenue Complete Street Project will study and convert Meridian Avenue from Monterey Road to Kendall Avenue to a complete street. The scope includes improving pedestrian facilities such as ADA compliant ramps, high visibility striping, pedestrian detection features, and pedestrian safety devices like rectangular rapid flashing beacons, bicycle facilities such as green striping at conflict zones and bike detection features, and providing safe route to school elements. These improvements will encourage active transportation to the schools, increase the overall safety of the intersection for all modes of transportation (pedestrian, bike and vehicular traffic), and enhance traffic calming on Meridian Avenue.

- Mission Street, Stoney Drive and Arroyo Drive Intersection Improvements: The intersection of Mission Street, Stoney Avenue and Arroyo Drive is an offset intersection on the west side of the City and is a gateway to the recreational amenities in the Arroyo Seco. In addition, this intersection is within half a mile of Arroyo Vista Elementary school therefore has high pedestrian traffic accessing the campus. Based on the layout of the intersection, the stop sign on Mission Street is regularly hit by motorist and the intersection is very wide which lends itself to vehicular speeding. The Mission, Stoney and Arroyo Intersection Improvement Project includes improving pedestrian facilities such as ADA compliant ramps, medians, high visibility striping, and curb extensions, improving bicycle facilities such as green striping at conflict zones, and providing safe route to school elements. These improvements will encourage active transportation to the schools, clarify right of way assignment for vehicular traffic, and increase the overall safety of the intersection for all modes of transportation (pedestrian, bike and vehicular traffic).
- Diamond Avenue and Lyndon Street Intersection Improvements: The intersection of Diamond Avenue and Lyndon Street is just north of South Pasadena High School. It is a “T” Intersection where only two of the three legs are required to stop. Vehicles accessing the high school south bound on Diamond have the right of way and do not have a stop sign. This intersection is adjacent to South Pasadena High School which has high pedestrian traffic accessing the campus. During a recent study of a this neighborhood the Consultant identified reconfiguring the intersection of Diamond Avenue and Lyndon Street to improve pedestrian visibility and safety, improve safety for all roadway users, and reduce crossing distances. The Diamond and Lyndon Intersection Improvement Project includes improving pedestrian facilities such as ADA compliant ramps, high visibility striping, and curb extensions, improving bicycle facilities such as green striping at conflict zones, and providing safe route to school elements. These improvements will encourage active transportation to the schools, clarify right of way assignment for vehicular traffic, and increase the overall safety of the intersection for all modes of transportation (pedestrian, bike and vehicular traffic).

Fiscal Impact

There is approximately \$1.7M available over seven years to the City of South Pasadena for transportation projects through the AVCJPA Measure M MSP Program. This Program funding has been allocated on a per capita basis through the AVCJPA to the City. This funding will cover the design and construction costs of the proposed projects.

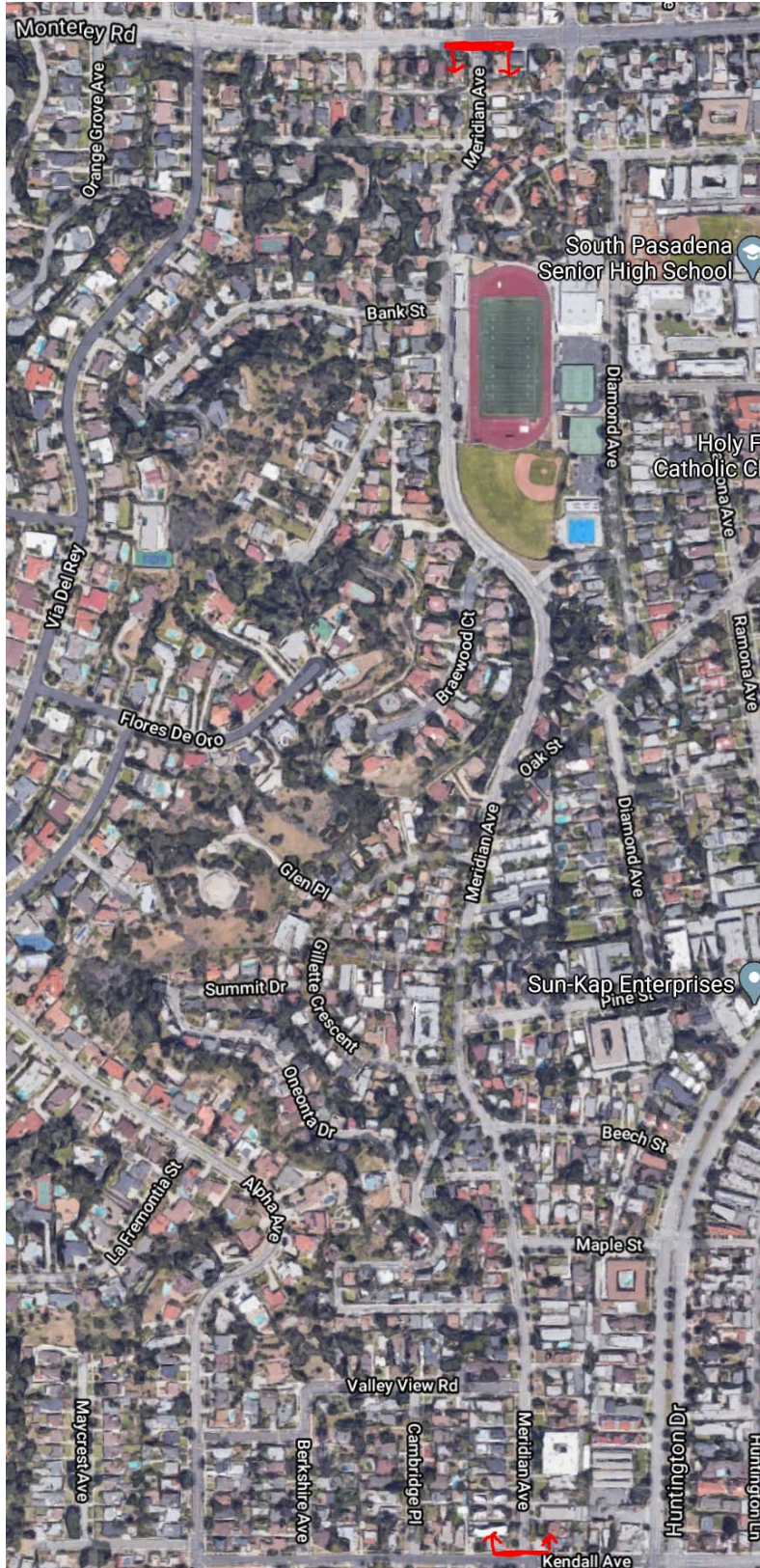
Public Notification of Agenda Item

The public was made aware that this item was to be considered this evening by virtue of its inclusion on the legally publicly noticed agenda, posting of the same agenda and reports on the City's website and/or notice in the *South Pasadena Review* and/or the *Pasadena Star-News*.

Attachment: Project Locations Maps

Project Location Maps

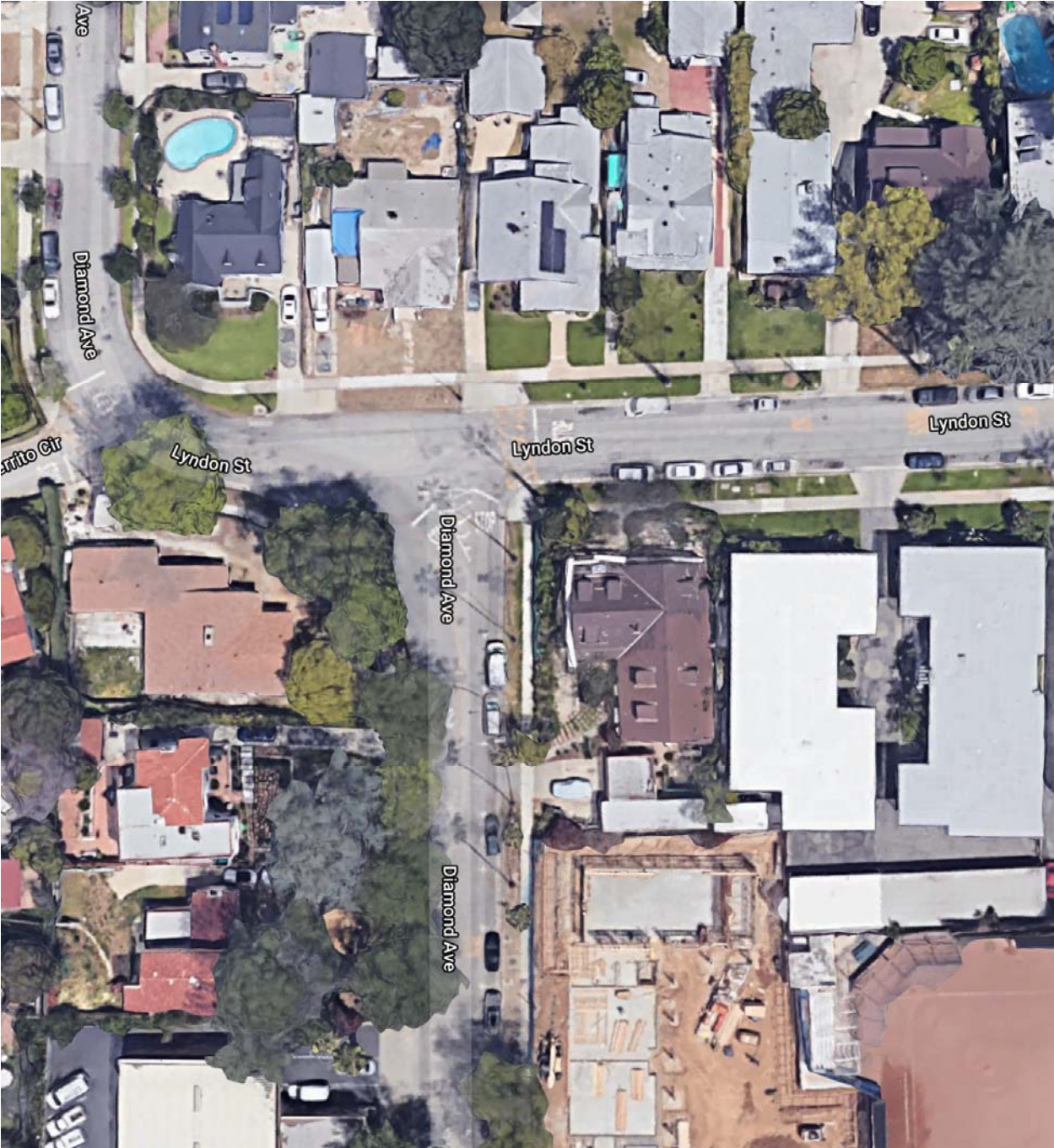
Meridian Avenue (Monterey Road to Kendall Avenue):



Mission Street, Stoney Drive and Arroyo Drive Intersection:



Diamond Avenue and Lyndon Street Intersection:



ITEM 5

Minutes of the Special Joint Meeting of the Public
Works Commission and Mobility and Transportation
Infrastructure Commission – May 11, 2020

**MINUTES OF THE SPECIAL JOINT MEETING OF THE PUBLIC WORKS
COMMISSION AND MOBILITY AND TRANSPORTATION INFRASTRUCTURE
COMMISSION
MONDAY, MAY 11, 2020**

CALL TO ORDER

The Special Joint Meeting of the Public Works Commission and the Mobility and Transportation Infrastructure Commission was called to order by Kristine Courdy, Deputy Director of Public Works (DDPW), at 6:33p.m. The meeting was held in a virtual setting, with all Commissioners and Council Liaisons attending via Zoom, and the meeting being broadcast via the Council Chamber, located at 1424 Mission Street, South Pasadena, California.

ROLL CALL:

Present: Public Works Commissioners: Commissioner Arce, Commissioner Hernandez, Commissioner Mailing, Commissioner Riley and Commissioner Trevino. Council Liaison Mayor Joe

Mobility and Transportation Infrastructure Commissioners: Commissioner Abelson, Commissioner Fisher, Commissioner Hammond and Chair Hughes. Council Liaison Councilmember Dr. Schneider

Absent: Mobility and Transportation Infrastructure Commissioner: Commissioner Zneimer

City Staff

Present: City Manager Stephanie DeWolfe, Finance Director Karen Aceves, Public Works Director Shahid Abbas, Deputy Director of Engineering and Operations Kristine Courdy, Public Works Assistant Leonna DeWitt.

PLEDGE OF ALLEGIANCE

Kristine Courdy led the pledge of allegiance.

PRESENTATION

1. Budget Outreach Presentation

Finance Director Aceves and City Manager DeWolfe presented the budget outreach presentation and answered questions of the Commissions. There was no Public Comments on this agenda item. There was no action taken.

ADJOURNMENT: Meeting adjourned at 7:37 pm

I HEREBY CERTIFY that the foregoing minutes were adopted by the Mobility and Transportation Infrastructure Commission of the City of South Pasadena at a meeting held on June 16, 2020.

Sam Zneimer, Chair of the Mobility and Transportation Infrastructure

I HEREBY CERTIFY that the foregoing minutes were adopted by the Public Works Commission of the City of South Pasadena at a meeting held on July 8, 2020.

Sam Hernandez, Chair of the Public Works Commission

ITEM 6

Minutes of the Regular Meeting of the
Mobility and Transportation Infrastructure
Commission – May 19, 2020

**MINUTES OF THE
MOBILITY AND TRANSPORTATION INFRASTRUCTURE COMMISSION
19TH DAY OF MAY 19, 2020 AT 6:30 P.M. AT THE
CITY COUNCIL CHAMBERS
1424 MISSION STREET**

CALL TO ORDER

The Regular Meeting of the Mobility and Transportation Infrastructure Commission was called to order by Kristine Courdy, Deputy Director of Public Works (DDPW), at 6:34p.m. The meeting was held in a virtual setting, with all Commissioners and Council Liaisons attending via Zoom, and the meeting being broadcast via the Council Chamber, located at 1424 Mission Street, South Pasadena, California.

ROLL CALL:

Present: Commissioner Abelson, Commissioner Fisher, Commissioner Hammond and Commissioner Hughes, and Commissioner Zneimer.

Absent: None

City Staff

Present: Deputy Director of Public Works Kristine Courdy and Public Works Assistant (PWA) Leonna DeWitt

PLEDGE OF ALLEGIANCE

Leonna DeWitt, Public Works Assistant led the pledge of allegiance.

PUBLIC COMMENT

PWA DeWitt announced that one public comments was received in writing via email from the following individual:

- Margie Menza – Suggested updating the traffic signals to eliminate the need to touch the pedestrian push buttons.

PWA DeWitt announced that three public comments were received via email past the deadline and would all be made part of the record. Council Liaison Schneider read those items:

- William Sherman – Requested that the Rogan, Measure R, and Measure M be the highest priority matters on the work plan.
- Brandon Fox – Discussed traffic and safety issues on Fremont Avenue and requested additional traffic calming measures.
- Joanne Knuckles – Requested that the Rogan, Measure R, and Measure M be the highest priority matters on the work plan and requested heavy commissioner involvement.

COMMISSION AND STAFF INTRODUCTIONS

1. Commission and Staff Introductions

Commissioners, Staff and Council Liaison all provided brief introductions of themselves.

ACTION ITEMS

2. Selection of Officers

Commissioner Zneimer was nominated as Chair by Commissioner Hughes and seconded by Commissioner Fisher. Commissioner Zneimer accepted the Chair nomination and no additional nominations were made. By roll call vote the motion carried 5-0 for Chair Zneimer.

Commissioner Abelson was nominated as Vice Chair by Chair Zneimer and seconded by Commissioner Hughes. Commissioner Abelson accepted the Vice Chair nomination and no additional nominations were made. By roll call vote the motion carried 5-0 for Vice Chair Abelson.

3. Review and Approve 2020 Work Plan

Staff presented the 2020 Work Plan and answered questions of the Commissioners.

A motion was made by Commissioner Hughes and seconded by Vice Chair to approve the 2020 Work Plan with the following amendments:

- June 2020: Add a commission lead discussion on COVID-19 mobility and transportation related items.
- July 2020: Move up the Measure R and Rogan Fund Discussion including a discussion of the hook ramp project.
- August 2020: Move up the City Neighborhood Traffic Management Program (NTMP). Move back the Staff briefing on the transportation related grants update.
- September 2020: Placeholder for items shifted from a previous meeting if there was not adequate time at that meeting for the topic.

By roll call vote the motion carried 5-0.

INFORMATION ITEMS

4. Commission Charter

The final copy of the City Council approved Mobility and Transportation Commission charter was provided as information only.

COMMUNICATIONS

5. Council Liaison Communications

Council Liaison Dr. Schneider notified the Commission that the Chair could call special meetings if required and can create sub-committees for certain topics.

6. Commission Communications

Vice Chair Abelson expressed concern about the safety on the city streets and shared some photos of signs used in the City of Pasadena that could be considered for South Pasadena.

Commissioner Fisher thanked staff for removing graffiti from a stop sign near Trader Joe's.

Commissioner Hammond is looking forward to working with the Commission.

Commissioner Hughes commented on the Monterey Road at Orange Grove Avenue traffic signal project.

Chair Zneimer thanked the Commission for nominating him as Chair and commended the bike parking project.

7. Staff Liaison Communications

DDPW Courdy gave a brief update on the Ethics Training required by the City. She announced the Climate Action Plan Virtual Community meeting on Thursday, May 28 at 6:00 pm. Residents must register 24 hours in advance.

PWA DeWitt announce the Annual Dumpster Day Event on Saturday, June 20 at 8am. Seniors can qualify for curbside pickup by registering with the Senior Center.

ADJOURNMENT: Meeting adjourned at 8:13 pm

I HEREBY CERTIFY that the foregoing minutes were adopted by the Mobility and Transportation Infrastructure Commission of the City of South Pasadena at a meeting held on June 16, 2020.

Sam Zneimer, Chair



PUBLIC COMMENT
MOBILITY AND TRANSPORTATION INFRASTRUCTURE
COMMISSION MEETING

MAY 19, 2020

(Deadline to submit Comments 5/18/20)

Item No.	Name	Document	Date Received
GC	Margie Menza	E-mail Public Comment	5/16/20
3	Joanne Nuckols; William Sherman and Brandon Fox;	E-mail Public Comment	5/19/20

Leonna Dewitt

From: Marjorie Menza
Sent: Saturday, May 16, 2020 12:09 PM
To: MTIC Public Comments
Subject: Suggestion for th s week s hearing

CAUTION This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi


With the shelter in place extended, I wonder if South Pas could do what other cities in CA have done which is put the walk/don't walk signal at traffic lights on Fremont, Monterey and Fair Oaks on an automatic loop on city streets so no one has to touch the push buttons in order to get the signal

Thanks!

Margie Menza

Received prior to the deadline

Leonna Dewitt

From: Joanne Nuckols 
Sent: Tuesday, May 19, 2020 12:00 PM
To: MTIC Public Comments
Cc: Dr. Richard Schneider - Personal
Subject: Public Comment Agenda item #3 2020 Work Plan

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

It has just come to my attention that the commission meeting is tonight 5/19/20. As far as I know there was no public notice of this meeting so that there was time to submit a comment by the deadline of yesterday at 6 pm. I hope that you will make my comments below part of the public record.

COMMENTS

As a former, recent member of the Freeway and Transportation Commission and from 1987-1993 as well as an original DAG member, I have the following comments after a review of the 2020 Work Plan

1. The first and highest priority should be addressing any SR 710 stub traffic from Pasadena and Alhambra that flows through our city. Several projects on the work plan, such as Rogan Projects, Measure R, Complete Streets, etc should be moved up and have intense commission involvement so as not to lose hard-fought ground from the last three decades.
2. Take advantage of the current situation with the decrease in traffic caused by the lock down and use all the tools in the toolbox to keep that traffic from coming back! A partial lifting of the 710 injunction in 1978 allowed for the intensification of traffic on Fremont from the stub, which also affects SW Pasadena neighborhoods. Helping both cities become more safe and making the neighborhoods more livable should be a top priority.

Joanne Nuckols



Leaonna Dewitt

From: William Sherman
Sent: Tuesday, May 19, 2020 12:21 PM
To: MTIC Public Comments
Cc: Richard D. Schneider; Lawrence A. Abelson; Joanne Nuckols
Subject: Work Plan Time Line. Please read during the meeting.

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

After being on the Freeway and Transportation Commission for ten years I have some concerns of the "Work Plan" time line.

The projects to be funded by the Rogan, Measure R, and Measure M funds are the most important. These projects need to be identified and their funding established as soon as possible. The Freeway exit and entry ramp is very important and is a 70-80 million dollar endeavor. While pavement repair is important the magnitude of the freeway ramps overshadows everything else. These issues need to be on the June agenda if not discussed now.

Remember the DAG (Design Advisory Group) is now your responsibility and oversees these projects.

Bill Sherman

Leonna Dewitt

From: Brandon Fox
Sent: Tuesday, May 19, 2020 3:06 PM
To: MTIC Public Comments, Dr. Richard Schneider - Personal
Cc: Michelle.h826@gmail.com; Lawrence A. Abelson
Subject: Public Comment - Agenda Item 3 (2020 Work Plan)

CAUTION: This email originated from outside of the City of South Pasadena. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon I am one of many residents on Fremont Avenue that provided comments to the prior iterations of this commission We have also engaged with the City and the City Council

First of all, I'd like to thank you for your public service. The Transportation Commission did a great job ensuring that the 710 would not split apart South Pasadena and I hope this Commission is able to make as impactful of a difference. It is our view that the next urgent and important matter is to address the traffic on Fremont Avenue, which is largely caused by the 134/210 Freeway stubs on Pasadena Avenue in Pasadena and the 10 Freeway on Valley Road in Alhambra.

In normal times, traffic studies over the last six years have shown that traffic puts Fremont Avenue at between 140% and 200% of capacity. There is no other street in South Pasadena that is close to seeing this level of traffic. When traffic isn't near a standstill, cars, trucks (which are not allowed on the street), and motorcycles treat it like the de facto 710 extension, going at speeds that have been tracked at as much as 80 miles an hour. The spillover effects from our traffic issues causes problems on other nearby streets.

During the COVID crisis, we have noticed that traffic has decreased tremendously. The reduced traffic has solved one of our problems temporarily, but we are seeing (and hearing) cars, motorcycles, and illegal trucks traveling at increased speeds throughout the day and night. We've noticed a large increase in trucks and construction vehicles traveling on our street.

We have asked for several fixes and are currently working with the City, but the reality is that nothing has been done for 40 years. (As I write this email, an illegal truck just drove by at about 45 miles an hour with an illegal semi tractor-trailer going in the opposite direction seconds later).

I mention that this is an urgent issue. This is for several reasons. First, prior to the pandemic, there was a fatal accident, a high-speed chase resulting in a car driving into a house at Fremont and Columbia, and a motorcycle crash with facial injuries. Simply put, bad things keep happening on our residential street. Given the speeds and types of vehicles on our street now, we believe the danger is even greater now.

The second reason why this is an urgent issue is that money appears to be available now. Given the budget crisis we are seeing because of the pandemic, if we aren't able to use the available funds now, we may never be able to fix the issue. As I mentioned above, the street has been neglected for 40 years already while everyone awaited the outcome of the 710 extension conflict.

For years, we have been asking for several things that would improve Fremont Avenue, which is largely a residential community. We believe the Commission should place a priority on ensuring they are completed:

- Creation of a median that will not allow trucks to turn southbound from Columbia to Fremont
- Creation of a similar median to do the same for trucks entering Fremont in South Pasadena from Alhambra
- Addition of an overhead digital sign that shows speed and other public safety messages for vehicles driving south from Columbia down Fremont Avenue
- A roundabout at Fremont Avenue and Buena Vista to slow traffic and make the visual for drivers less wide open as they drive downhill
- A safe crosswalk that will allow those who wish to walk down the east side of Fremont Avenue (e.g., our Oaklawn neighbors) to cross to the west side. There is no safe place to cross Fremont Avenue between Columbia and Mission.
- A re-paved street. There are many potholes on Fremont Avenue. Trucks and fast traffic make them worse. And the potholes make the trucks and fast traffic louder.

Thank you for your service and time.

Brandon Fox

ITEM 7

Review and Recommend that the City Council
Approved the Senate Bill (SB1) List



Mobility & Transportation Infrastructure Commission Agenda Report

ITEM NO. _____

DATE: June 16, 2020
FROM: Kristine Courdy, P.E., Deputy Public Works Director
SUBJECT: **Recommended to Include the City Council Approved 2019-20 FY Street Improvement Project List in a Resolution to the California Transportation Commission to be funded through the Senate Bill 1: Road Maintenance and Rehabilitation Account Program**

Recommendation

It is recommended to include the City Council approved 2019-20 FY Street Improvement Project list in a resolution to the California Transportation Commission (CTC) to be funded through the Senate Bill 1 (SB1): Road Maintenance and Rehabilitation Account (RMRA) Program.

Discussion/Analysis

SB1 (Beall, Chapter 5, Statutes of 2017) provides the first significant, stable, and ongoing increase in state transportation funding in more than two decades. SB1 provides additional funding for transportation infrastructure, increased the role of the CTC for a number of existing programs, and created new transportation funding programs for the CTC to oversee.

Prior to receiving an apportionment of SB1 funds from the State Controller (Controller) in a fiscal year (FY), a city must submit to the CTC a resolution identifying the proposed projects to be funded with these funds. All projects proposed to receive funding must be included in a city budget that is adopted by the applicable city council at a regular public meeting. The proposed resolution must include a project list with a description and the location of each proposed project, a proposed schedule for the project’s completion, and the estimated useful life of the improvement. The Controller, upon receipt of the report from the CTC, shall apportion RMRA funds to eligible cities.

The City approved the 2019-20 FY Street Improvement Project list on August 19, 2020, after the City approved the 2019-20 FY SB1 Resolution on May 1, 2019. Therefore in order to receive SB1 funds for these street segments, they need to be included in a resolution to the CTC. Below is a list of the 2019-20 FY Street Improvement Project list that has been approved by the City Council and will be included in the SB1 funding resolution:

Streets	From	To	PCI	Est. Cost
Pine Street	Meridian Ave	Huntington Dr	36	\$740,000
Maple St	Fremont Ave	Primrose Ave	41	\$91,000
Maple St	Meridian Ave	Huntington Dr	36	\$64,000
Mill Rd	Garfield Ave	End of street	40	\$38,000
Oneonta Knoll St	Fremont Ave	Primrose Ave	34	\$89,000

Milan Ave	Edgewood Dr	Oak St	47	\$150,000
Edgewood Dr	Milan Ave	Wayne Ave	40	\$200,000
Mission Street	Pasadena Ave	Arroyo Dr	37	\$80,000
Glendon Way	Monterey Rd	Lyndon Street	45	\$35,000
Arroyo Verde Rd	Monterey Rd	Arroyo Verde Rd	55	\$70,000

Next Steps

1. The Street Improvement Project list will be incorporated into a Resolution for City Council to approve at the July 1, 2020 City Council Meeting.
2. The adopted resolution will be submitted to the CTC which is due by July 15, 2020.
3. The SB1 funds from the State will be distributed to the City in the Fall 2020.

Background

On April 28, 2017, Governor Brown signed SB1, a landmark transportation funding package that is the culmination of more than two years of hard work by Senate Transportation and Housing Committee Chair Jim Beall, Assembly Transportation Committee Chair Jim Frazier, and the Governor’s Administration. The final package required a 2/3-vote in the Legislature and passed by a vote of 27-11 in the Senate and 54-26 in the Assembly.

The \$5.24 billion/year funding package generates new revenues from various taxes and fees and is designed to repair and maintain our State highways and local roads, improve our trade corridors, and support public transit & active transportation.

Beginning November 1, 2017, the Controller will deposit various portions of this new funding into the newly created RMRA. A percentage of this new RMRA funding will be apportioned by formula to eligible cities and counties pursuant to Streets and Highways Code (SHC) Section 2032(h) for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system. SB1 emphasizes the importance of accountability and transparency in the delivery of California’s transportation programs. Therefore, in order to be eligible for RMRA funding, statute requires cities and counties to provide basic annual RMRA project reporting to the CTC.

Fiscal Impact

The funds from SB1 increase the amount of funding dedicated to improving transportation infrastructure in South Pasadena. Local governments track SB1 dollars and report to the Legislature and public how they are being used to ensure they are improving our existing infrastructure with a focus on the community’s priorities. SB1 will provide investments to make significant improvements to the State’s highway system throughout California, including several in our region.

For the City of South Pasadena (City), historically SB1 has provided approximately \$460,000 in local funds annually. The amount of SB1 funding provided to local agencies is a function of the gas sales in the area. As a result of COVID-19 pandemic, there has been a reduction in gas sales. The Controller has not issued proposed revenue forecasts of the SB1 for the next fiscal year, however it is anticipated to decrease in 2020-21 FY.

A city receiving an apportionment of RMRA funds is required to sustain a maintenance of effort (MOE) by spending at least the annual average of its General Fund expenditures during the Fiscal Year 2009-10, 2010-11, and 2011-12 fiscal years for street, road, and highway purposes. The state established MOE for the City is \$1.4M annually in order to maintain eligibility for the funds. As a result of COVID-19, the City is facing budget significant General Fund budget shortfalls in the future. Budget shortfalls may impact the City's ability to meet the State required MOE which could result in the City forfeiting SB1 funding. The City has requested that the State waive the MOE requirements while agencies recover from the COVID-19 budget shortfalls however, there has been no final decision regarding the SB1 MOE from the State.

Public Notification of Agenda Item

The public was made aware that this item was to be considered this evening by virtue of its inclusion on the legally publicly noticed agenda, posting of the same agenda and reports on the City's website and/or notice in the *South Pasadena Review* and/or the *Pasadena Star-News*.