



**CITY OF GLENDALE, CALIFORNIA
REPORT TO THE CITY COUNCIL**

AGENDA ITEM

Report: Streetcar Contract Amendment to add City funding and extend timeline

1. Motion Authorizing an Amendment to the Professional Services Agreement with HNTB, Adding \$27,220.63 in City Funding, Adding the Contingency Amount of \$25,070.79 and Extending the Agreement's Time for Performance from December 31, 2020 to December 28, 2021 to Complete the Study and Final Report.

COUNCIL ACTION

Item Type: Consent Calendar

Approved for July 13, 2021 **calendar**

ADMINISTRATIVE ACTION

Submitted by:

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Prepared by:

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Reviewed by:

Michele Flynn, Director of Finance

Michael J. Garcia, City Attorney

Approved by:

Roubik R. Golanian, P.E., City Manager

RECOMMENDATION

Staff respectfully recommends that City Council approve the attached motion authorizing an amendment to the HNTB Professional Service Agreement adding \$27,220.63 in City funding, extending the Agreement timeline to December 31, 2021, and adding the contingency amount of \$25,070.79 in order to successfully complete the study and the final report.

BACKGROUND/ANALYSIS

On July 18, 2017, City Council authorized staff to issue a Request for Proposal (RFP) to hire a consultant to conduct the Glendale–Burbank Regional Streetcar Feasibility Study for a modern streetcar system that will serve as a high capacity transit corridor linking the Glendale Transportation Center (GTC) with downtown Glendale, adjacent neighborhoods, and business districts to the north and south of downtown.

City of Glendale was able to secure a grant from the Southern California Association of Governments (SCAG) in the amount of \$200,000 to fund the study. Following the receipt of the SCAG funds, on October 25, 2017, City Council authorized funds \$250,000 (\$224,929.21 for the contract plus \$25,070.70 contingency) from the Community Development Department/Urban Design and Mobility FY 2017-18 budget in the interest of a more robust study. These funds enhance the study's evaluation of alignment and design alternatives, various technologies, potential ridership, cost estimates, funding sources, and preliminary impacts. At this meeting City Council authorized the City Manager to execute a Professional Service Agreement with HNTB Corporation to conduct the Glendale – Burbank Regional Streetcar Feasibility Study.

Due to the restrictions of the SCAG grant, it was anticipated that the study would be completed by December of 2019. Glendale requested and received approval from SCAG for an extension through May 31, 2020. However, the completion of the Streetcar Feasibility Study was slowed due to Covid-19, in addition to the development of studies such as the NoHo-Pasadena Bus Rapid Transit, West Glendale Sustainable Transportation and Land Use Study, Space 134, and adoption of the Citywide Pedestrian Plan. The advancement of these initiatives has been important to informing and shaping the Streetcar Feasibility Study to ensure that compatibility and operability between all modes and systems will create a cohesive multi-modal network.

Given the importance of utilizing information garnered from the impacting studies, staff made a calculated decision to sacrifice a portion of the SCAG grant funding, which was only available if certain milestones were completed within the study. Staff renegotiated the contract with HNTB and ultimately reduced the overall budget from \$450,000 to \$310,259.68, including contingency. This reduction was to remove the unused portion of the SCAG funding. To now complete the study and include the findings from the additional initiatives, an additional \$27,220.63 of City funding is required. The end result will be a highly comprehensive Regional Streetcar Feasibility Study. A completed study will enable the City to consider and pursue additional funding opportunities at regional, state, and federal levels to advance toward implementation.

Current Status of the Study:

In April 2019, the technical team described the project's purpose and function to Council, including the efforts by the project team to collect and understand the driving factors of economic growth, traffic, and demographics within the study area, and the two route alternatives proposed for the streetcar system.

In July 2019, staff presented to Council an analysis of two alignment alternatives:

Alternative 1: Central / Brand Loop

This alternative would run a bi-directional route along Central Avenue, south of Downtown. As the streetcar would enter Downtown, it would create a one-way, northbound route along Brand Boulevard, and then loop south after Stocker Street along Central Avenue. This would create less impact on each street as it would only necessitate one direction of rail lines, but would also create a system that would be less intuitive and efficient for users traveling from Downtown to the Transit Center.

Alternative 2: Central / Brand Bi-Directional

The southern segment of the route would be similar to Alternative 1, with a bi-directional route between Downtown and the Transit Center. As the streetcar would enter Downtown, it would continue this bi-directional route along Brand with tracks on the north and southbound side of the road. This would create a greater impact to Brand Boulevard, but would also create a more efficient system and connection between Downtown and the Transit Center (Exhibit 1).

Alternative 2 was recommended by the City council as it is the most direct streetcar route making it easier to understand and most intuitive for transit users with all station pairs on the same street. This alternative has built in ridership potential since it serves many transit users already accustomed to using transit. In addition, this alternative avoids conflicts with the proposed BRT service on Central Avenue and would solidify Brand Blvd as a multi-modal transportation corridor with pedestrian activity interacting with local bus and streetcar service. Ridership estimates for Alternative 2 range between 1,500 and 4,000 riders per day, depending on the development patterns and operating characteristics of the streetcar.

Since the first Council update in April 2019, staff launched a streetcar website (www.glendalestreetcar.com) to obtain feedback from stakeholders and the public. The site included route information and alternatives similar to what was presented to Council in April. It also included background information, examples from other cities, and a survey to better understand the support and use of a streetcar by Glendale residents, visitors, and those employed in the city. Overall nearly 88% of respondents supported the streetcar feasibility study.

Approval of the additional funding and time will allow HNTB to complete the study and produce the comprehensive report that will consider recently updated variables. Staff will present the final report to Council in the coming months.

FISCAL IMPACT

Funds are available in CDD Urban Design & Mobility Contractual Services Account:

43110-1010-CDD-2502-P0000-T0000-F0000-0000-0000- \$27,220.63

ALTERNATIVES

1. The City Council may approve the Motion amending the contract for the Streetcar Feasibility Study and time extension, ensuring that the final report will be complete and comprehensive of all multi-modal projects that will impact the study.
2. The City Council may not approve the motions amending the contract for the streetcar feasibility study and time extension. Staff will conclude the report in its current state, which may not include all new information from related projects such as the NoHo-Pasadena BRT, West Glendale Sustainable Transportation and Land Use Study, adoption of the Citywide Pedestrian Plan, and Space 134.
3. The City Council may consider any other alternative not proposed by staff.

CAMPAIGN DISCLOSURE

N/A

EXHIBITS
