



CITY OF POMONA COUNCIL REPORT

January 8, 2018

To: Honorable Mayor and Members of the City Council

From: Linda Lowry, City Manager

Submitted by: Meg McWade, Public Works Director

Subject: **Approval of Third Amendment to a Sole-Source Professional Services Agreement with Urban Crossroads, Inc. in the Amount of \$76,300 for Consultant Specialty Traffic Review Services Related to the Metro Gold Line Parking Study**

OVERVIEW

Recommendation – That the City Council:

1. Approve a Third Amendment to a sole-source professional services agreement in the amount of \$76,300 with Urban Crossroads, Inc. for consultant specialty traffic review services for Metro Gold Line – Phase II (Phase 2B) Parking Study; and
2. Authorize the City Manager to execute the necessary documents to implement the above action, subject to review by the City Attorney.

Fiscal Impact – Sufficient funding is included and available for this work in the approved FY 2017-2018 Operational Budget, Proposition A Funding, Public Works Operation Program 216-2506-52285-51316. City Code Section 2-977(a) allows for sole-source approvals of professional services by City Council. Awarding a Sole-Source Amendment will increase the Urban Crossroads, Inc. Agreement by \$76,300 (from the current \$56,400 to \$132,700).

Previous Related Action – On December 7, 2015, the City Council approved a Sole-Source Professional Services Agreement in the amount of \$17,400 with Urban Crossroads, Inc. for consultant specialty traffic review services for Metro Gold Line – Phase II (Phase 2B); and authorized the City Manager to approve the agreement with Urban Crossroads, Inc. and all amendments thereto necessary for completing the consultant specialty traffic review services for Metro Gold Line – Phase II (Phase 2B).

On October 17, 2016, City Council approved an amendment to a sole-source professional services agreement in the amount of \$15,000 with Urban Crossroads, Inc. for consultant specialty traffic review services for Metro Gold Line – Phase II (Phase 2B).

On July 10, 2017, City Council approved a Second Amendment to a sole-source professional services agreement in the amount of \$24,000 with Urban Crossroads, Inc. for consultant specialty traffic review services for Metro Gold Line – Phase II (Phase 2B).

EXECUTIVE SUMMARY

Phase 2B of the Gold Line is proposed to extend light rail from Azusa to Montclair, with a station (between Arrow Highway and Bonita Avenue, west of Garey Avenue) in Pomona. The Third Amendment to the agreement with Urban Crossroads, Inc., in the amount of \$76,300 (increasing current contract from \$56,400 to \$132,700), will provide resources to review and analyze changes to parking studies and continuity of specialty review related to traffic issues, ensuring the City's interests are protected as the Gold Line project design and environmental review progresses. The bulk of these specialty review services are expected to take place over the next 9 to 18 months, approximately. With additional submittals from the Gold Line currently pending, time is of the essence in securing these services.

DISCUSSION

The Foothill Gold Line Extension (also known as the Metro Gold Line Foothill Extension) is an extension of the Metro Gold Line light rail corridor, from its former terminus in Pasadena, east through the "Foothill Cities" into San Bernardino County. The plan is being implemented as two separate mass-transit projects, known as Phase 2A (Pasadena to Azusa) and Phase 2B (Azusa to Montclair). Phase 2A was completed in March 2016, while Phase 2B, which involves a station in Pomona, is in the planning stages (Map is attached). The corridor extension will be a part of the Los Angeles County Metro Rail System and, when completed, will be served by the Metro Gold Line. The Foothill Gold Line is being planned and implemented by the Metro Gold Line Foothill Extension Construction Authority (GLCA).

As this report is being written, City Staff is expecting updated traffic and circulation studies to be submitted by GLCA, and in the near future, amended Environmental Impact Reports (EIR), Final Environmental Impact Reports (FEIR), plans, studies, specifications, etc. are also anticipated. These documents need specialty traffic review services, and continuing review as-needed for other general development impacts, such as storm water, grading, sidewalks, etc. The specialty traffic review services are a critical component of reviewing this matter and protecting the City's interests. As the design-build process of this project continues to unfold, further amendments (outside the City's control) may be needed.

Specialty Traffic Review Services

On December 12, 2017, at the Gold Line Technical Advisory Committee (TAC) meeting, the GLCA provided additional information from the Los Angeles County Metropolitan Transportation Authority (Metro) and GLCA regarding revisions to parking requirements. GLCA is attempting to comply with Metro's Supportive Transit Parking Program (STPP). However, the reduction in parking spaces (850 to 530) proposed for this planned parking structure in Pomona is concerning. Therefore, most (approximately \$66,300) of the recommended amendment is needed to help determine if the parking reductions are appropriate projections of future parking demand or

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otherwise. The remaining amendment amount of approximately \$10,000 is expected to be needed for review of pending traffic and circulation studies associated with an alternate location for the GLCA parking structure.

City Code Section 2-977(a) allows a sole-source award for professional services, when the service is only available from one source or when the time and cost for obtaining additional competitive proposals exceeds the probable savings. Urban Crossroads, Inc. is uniquely qualified for the specialty work required, having been thoroughly involved in similar prior traffic analysis for the City that provided substantiation for the litigation settlement resulting in the proposed Gold Line bridge over Garey Avenue. Since the potential for further litigation related to these projects is possible, involving other firms that could have competing interests would not be in the best interest of the City. As such, Urban Crossroads, Inc. remains the viable option to provide the specialty services required for these projects.

Approval of the Third Amendment to the Agreement in the amount of \$76,300 is recommended to ensure that the City continues to receive consistent and timely review and analysis of the project documents discussed above. The recommended action is reasonable and commensurate with the nature of the proposed Gold Line project. If approved, this amendment will increase the existing Urban Crossroads, Inc. specialty services agreement from \$56,400 to \$132,700.

Attachment: Gold Line/City Properties – Map

Prepared by: Matt Pilarz, Sr. Civil Engineer

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