



Agenda Report

April 23, 2018

TO: Honorable Mayor and City Council

THROUGH: Finance Committee

FROM: Department of Transportation

SUBJECT: AMEND FUNDING AGREEMENT WITH THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY TO EXTEND THE FEDERAL TRANSIT ADMINISTRATION SECTION 5316 JOB ACCESS AND REVERSE COMMUTE PROGRAM GRANT

RECOMMENDATION:

It is recommended that the City Council:

1. Find that the following proposed actions are exempt from review pursuant to the California Environmental Quality Act ("CEQA"), Guidelines in accordance with Title 14, Chapter 3, Section 15301 (Existing Facilities);
2. Authorize the City Manager to amend the existing funding agreement by \$1,099,362 from \$1,987,285 for a total value of \$3,086,647 through September 20, 2020 with the Los Angeles County Metropolitan Transportation Authority (Metro) for the receipt of additional \$886,230 grant funds to extend the Federal Transit Administration (FTA) Section 5316 Job Access and Reverse Commute program to increase local transit capacity on Pasadena Route 20. Neither Competitive Bidding nor Competitive Selection are required pursuant to City Charter Section 1002(H) and Pasadena Municipal Code Section 4.08.049(A)(3), contracts with other governmental entities.

BACKGROUND:

In FY 2012, the City was awarded \$1,987,285 in federal grant funds from the Federal Transit Administration (FTA) Jobs Access and Reverse Commute (JARC) program. The awarded grant amount for the JARC program required no local match to provide additional weekday service on Pasadena Transit Route 20. The grant provided three years of operating funds on Route 20 as well as the purchase of an additional 32-foot bus for the fleet. The additional weekday service has improved access to transportation services to employment and employment-related activities for low income individuals. The target population served by this program is Northwest Pasadena.

The Route 20 is the most heavily used route in the system. This program increased the frequency of this route from every 35 minutes to every 24 minutes. As a result of this grant, 797,402 additional trips were made on Pasadena Transit since July 2014, surpassing the initial projections by 58%.

In FY 2014, Metro had additional JARC grant funds available and issued a solicitation, this time requiring a local match. The City applied for an extension of its current JARC funded service through this solicitation and was successful in receiving an award that requires approximately 19% local match. To receive these funds, Metro requested the City amend its current JARC grant as an alternative to creating a new agreement. The funding from the original FY 2012 solicitation is anticipated to be expended by the end of FY 2019. With the funding from the FY 2014 grant extension anticipated to begin in FY 2020, the additional Route 20 source can continue.

This project will enable the City to continue to provide this much needed capacity on Route 20, thereby maintaining this higher frequency service for residents of Northwest Pasadena. More than half of the route travels through this community on both Fair Oaks Avenue and Lake Avenue, the two most heavily traveled north/south corridors in the City, making it one of the key transportation lifelines for the Northwest community. Route 20 connects this area to the major employers, business districts, and commercial corridors of Pasadena. It is an integral link to an extensive local and regional transit network, providing numerous transfer opportunities to other transit services including eight regional bus lines on Colorado Boulevard and four Metro Gold Line stations. As part of this local and regional transit network, Route 20 serves the Northwest residents with vital accessibility to jobs.

COUNCIL POLICY CONSIDERATION:

This JARC funded program to maintain the increased local transit capacity improved jobs access in Northwest Pasadena and supported the following goals of the City Council Strategic Plan: Improve, Maintain and Enhance Public Facilities and Infrastructure, Improve Mobility and Accessibility throughout the City, and Support and Promote the Quality of Life and Local Economy. This program will help support use of the Pasadena Transit system by helping maintain the additional service capacity and frequency, and will help maintain access to transportation services to employment and employment-related activities for low income individuals living in Pasadena.

ENVIRONMENTAL ANALYSIS:

The implementation of the JARC funded program has been determined to be categorically exempt in accordance with Title 14, Chapter 3, Section 15301, (Existing Facilities) of CEQA Guidelines. Section 15301 allows for the maintenance, repair, minor alteration, etc., of existing facilities that involves negligible or no expansion of use.

FISCAL IMPACT:

The total fiscal impact of this action is \$1,099,362. Of this amount, \$886,230 will be funded through the FTA Section 5316 JARC grant program and the funds will be administered by Metro on a reimbursement basis. These funds will support operating continuation of this additional service on Route 20, and the program reimbursements from Metro will be reflected in Prop C Fund 209 (revenue account 20924043-637400). The local match of \$213,132 will be programmed in Transit's annual operating budget in account 20924043-811400. It is anticipated that the entire program amount will be spent by the end of FY 2021.

The following table presents a summary of the JARC program funding sources:

FUNDING SOURCES	PROGRAM AMOUNT
FTA Section 5316 JARC (Federal)	\$ 886,230
Prop C Fund 209 (Local Match)	\$ 213,132
TOTAL	\$ 1,099,362

Respectfully submitted,



FREDERICK C. DOCK
Director
Department of Transportation

Prepared by:



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Approved by:



STEVE MERMELL
City Manager

Attachment: (1)

Attachment: A - Route 20 Map