



Agenda Report

July 22, 2019

TO: Honorable Mayor and City Council

FROM: Department of Transportation

SUBJECT: AUTHORIZE THE CITY MANAGER TO EXECUTE AGREEMENTS WITH GLENDALE, BURBANK AND CALSTART AND ADOPT A RESOLUTION TO AUTHORIZE THE CITY MANAGER TO EXECUTE AGREEMENTS WITH CALTRANS ASSOCIATED WITH THE RECEIPT OF GRANT FUNDING FOR THE TRANSIT FLEET ELECTRIFICATION STUDY FOR THE ARROYO VERDUGO TRANSIT OPERATORS

RECOMMENDATION:

It is recommended that the City Council:

1. Find that the following proposed action is exempt from the California Environmental Quality Act ("CEQA"), pursuant to State CEQA Guidelines per Section 15061 (b)(3); and
2. Adopt a resolution authorizing the City Manager to execute all agreements with the California Department of Transportation (Caltrans) associated with the receipt of grant funding for the Transit Fleet Electrification Feasibility Study for the Arroyo Verdugo transit operators; and
3. Authorize the City Manager to execute all agreements with CALSTART, in a total amount not-to-exceed \$407,997, and the cities of Glendale and Burbank for their local-match commitment as described in the Financial Impact Section of the report for the implementation and management of the Transit Fleet Electrification Feasibility Study for the Arroyo Verdugo transit operators; and
4. It is further recommended that the City Council grant the proposed contract(s) an exemption from the Competitive Selection process pursuant to Pasadena Municipal Code Section 4.08.049(B) contracts for which the City's best interest are served.

BACKGROUND:

In December 2018, the California Air Resources Board (CARB) approved a rule that requires all public transit operators in California to transition to 100 percent zero-emission bus (ZEB) fleets by 2040. For Pasadena, the required transition begins with a deadline to provide a "ZEB Rollout Plan" by July 1, 2023 and a requirement that 25% of new bus

purchases must be a ZEB in 2026. Through the 2018-2019 Caltrans Sustainable Communities Grant Program, the cities of Pasadena, Glendale and Burbank (Arroyo Verdugo transit operators) and CALSTART jointly applied and were awarded funds to conduct three separate transit fleet vehicle electrification feasibility plans by February 2022. This provides time to prepare each operator to meet the ZEB Rollout Plan CARB requirement starting in 2023. In order to receive the funds, a resolution is required authorizing the City Manager to execute all agreements with Caltrans associated with this grant (Resolution attached).

The Arroyo Verdugo transit operators collaborated to apply jointly for this grant in order to submit a more competitive application. The three transit operators serve the Arroyo Verdugo subregion, have similar funding limitations and have their own electric public utilities. Based on the collective size and scope of the Arroyo Verdugo transit operators a collaborative approach increased the competitiveness of the project. Each operator serves their respective city and combined also serve San Marino, La Canada-Flintridge and the unincorporated communities of Altadena, La Crescenta and Montrose. They interconnect within these areas to provide a robust local transit network. The City of Pasadena's current transit fleet is made up of 29 Pasadena Transit compressed natural gas (CNG) vehicles and 15 Pasadena Dial-A-Ride unleaded vehicles. Both Glendale and Burbank have a similar fuel usage make up for their transit fleets; the three cities combined have a total of 117 transit vehicles.

CALSTART is a Pasadena-based non-profit organization that works with the public and private sectors to develop high-tech clean transportation projects. They were identified as a partner on this grant based on their extensive experience in developing projects that implement electric vehicle solutions. A collaboration with CALSTART also made the application more competitive. CALSTART and the City of Pasadena have a long, successful working relationship on several projects. The MyGo Pasadena and FoldnGo Pasadena were two demonstration projects that provided financial incentives for electric and folding bicycles. The Shared EV Employer Demonstrator (SEED) program provided electric vehicles to employers in Pasadena to help their employees gain first-hand experience driving electric vehicles CALSTART also developed the feasibility study used by the City of Los Angeles that is now being used to transition the Los Angeles DASH to an electric fleet.

The agreements with Glendale and Burbank will identify roles and responsibilities including providing the required financial local match. The City of Pasadena will administer the Caltrans grant and contract with CALSTART to conduct the feasibility study. Pasadena's administrative role will serve as its local in-kind contribution.

The scope of work funded by the grant includes the following project objectives:

- Assess current conditions and risks of transitioning to an electric transit fleet.
- Build on any existing transit electrification efforts.
- Evaluate current operational needs and costs versus operational needs and costs with an electric fleet.

- Conduct stakeholder outreach with relevant City departments and external partners including each respective municipal power company, Public Works, Planning Department, Public Health, etc.
- Evaluate current market to determine vehicle and charging options.
- Evaluate infrastructure needs and, if applicable, determine best location for charging infrastructure.
- Identify opportunities for Arroyo Verdugo transit operators to share in-route charging infrastructure.
- Develop a timeline for bus replacement/purchases and infrastructure development.
- Identify routes to electrify in order of feasibility.
- Work with power supplier to identify infrastructure needs for supply.
- Develop a funding plan.

The grant funded study will provide a fleet and infrastructure plan by February 2022 for the cities of Pasadena, Glendale and Burbank to begin the long term planning to transition to electric transit fleets. Furthermore, long term planning for this transition is key given that each agency is precluded from receiving state and federal formula funds from Los Angeles County Metropolitan Transportation Authority (Metro). As such, all three agencies' main source of funding is local transportation sales tax measures and limited competitive grants. Having an electric vehicle transition plan will assist Pasadena be more competitive when applying for any potential grant opportunities for electric vehicles.

COUNCIL POLICY CONSIDERATION:

This proposed action supports the General Plan guiding principle, "Pasadena will be a city where people can circulate without a car" and will directly assist the Department of Transportation in implementing major objectives of the Mobility Element, including promoting a livable community and encouraging transit as a non-auto travel alternative.

ENVIRONMENTAL ANALYSIS:

The recommended action to adopt the subject resolution is exempt from the California Environmental Quality Act ("CEQA"), pursuant to State CEQA Guidelines per Section 15061 (b)(3), the "General Rule" that CEQA only applies to projects that may have an effect on the environment.

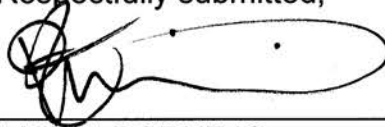
FISCAL IMPACT:

The cost of the program is \$407,997, which \$361,200 will be funded through the Caltrans Sustainable Communities Grant Program, and will be managed by Calstart. The funds will be administered by the City of Pasadena and the local match will be provided by the cities of Glendale and Burbank. The table below shows the amount of the grant funding and local match.

Caltrans	\$ 361,200
Cities of Glendale and Burbank Local Match	\$ 46,797
Total Sources	\$ 407,997

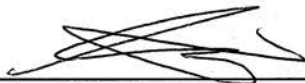
Current budget appropriation for the Calstart contract is available in account 20924044-811400 (95090). The City's administrative cost to administer this program will be absorbed within the Department of Transportation Operating Budget. It is anticipated that the entire grant award amount of \$361,200 will be expended by February 2022. Staff will return to Council for approval if additional budget appropriation is needed.

Respectfully submitted,



LAURA CORNEJO
Director
Department of Transportation

Prepared by:



Sebastián Andrés Hernández
Senior Planner

Approved by:



STEVE MERMELL
City Manager