

Agenda Report

June 22, 2015

TO: Honorable Mayor and City Council

FROM: Department of Transportation

SUBJECT: AUTHORIZE THE CITY MANAGER TO EXECUTE ALL AGREEMENTS WITH THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ASSOCIATED WITH THE RECEIPT OF GRANT FUNDING AND THE IMPLEMENTATION AND MANAGEMENT OF THE FEDERAL TRANSIT ADMINISTRATION SECTION 5316 JOB ACCESS AND REVERSE COMMUTE PROGRAM TO INCREASE LOCAL TRANSIT CAPACITY FOR IMPROVED JOBS ACCESS IN PASADENA

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); and
2. Authorize the City Manager to execute all agreements with the Los Angeles County Metropolitan Transportation Authority (Metro) associated with the receipt of grant funding in the total amount of \$303,594 and the implementation and management of the program respectively.

BACKGROUND:

This project will add capacity to the Pasadena Area Rapid Transit System (ARTS) Route 31/32 by adding service-hours on this route through additional operating funds for three years. It will fund all-day service of a bus that currently only operates in the AM and PM peak hours resulting in an increase frequency of this route from every 35 minutes to every 25 minutes. The Route 31/32 is one of the most heavily used routes in the system. Attachment A shows a map of this route. The total program cost for three years is \$376,606 and will be mostly funded through a three year grant award of \$303,594 from the Federal Transit Administration (FTA) awarded to the City of Pasadena through the Jobs Access and Reverse Commute (JARC) program. The grant

funds will be administered through Metro, who is the designated recipient for these federal funds. There is a local match of \$73,012 or 19% required for this grant project. The project meets the goal of the JARC Program to improve access to transportation services to employment and employment-related activities for low income individuals. The target population served by this program is Northwest Pasadena, as well as the West Altadena community which borders Pasadena along the city's northern border. This area has the highest rates of poverty and unemployment in the city.

The project will build much needed capacity into Route 31/32, resulting in more frequent service for residents of Northwest Pasadena community needing to travel to or look for work. Annual ridership for FY2015 on Route 31/32 is estimated to be 286,875 trips. At the conclusion of the three year JARC grant period total ridership is forecast to increase by 88,244 trips annually. Route 31/32 provides integral transit links between this community and the rest of the City. This route travels on the primary east-west corridor in Northwest Pasadena, Washington Boulevard. Furthermore, the route connects riders to the Sierra Madre Villa Gold Line station, where they can transfer to numerous Metro and Foothill Transit buses for access to the greater San Gabriel Valley. The importance of these connections will intensify once the Gold Line Foothill Extension opens for revenue service in 2016.

COUNCIL POLICY CONSIDERATION:

This JARC funded program to increase local transit capacity for improved jobs access in Northwest Pasadena supports 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 improve and support transit use on the ARTS by providing additional service capacity and frequency and will improve 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. The additional capacity has been determined to be a negligible expansion of the existing use.


FISCAL IMPACT:

The total program cost for three years is \$376,606 (\$303,594 from grant award and \$73,012 from local match). The City's required local match of \$73,012 will be funded by Fund 209 Proposition C Local Transit Fund in account 20924044-811400. The funds have been appropriated in the FY16 approved budget.

The following table presents a summary of anticipated grant funded expenses by fiscal year.

	FY 2016	FY 2017	FY 2018	Total
Marketing	\$ 5,000	\$ 5,000	\$ 5,000	\$ 15,000
Operating/Fuel	\$ 102,759	\$107,897	\$113,291	\$ 323,947
Personnel/Admin.	\$ 12,553	\$ 12,553	\$ 12,553	\$ 37,659
Total Project Cost				\$ 376,606

Respectfully submitted,


for **FREDERICK C. DOCK**
Director
Department of Transportation

Prepared by:


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Approved by:


MICHAEL J. BECK
City Manager

Attachment: (1)

Attachment A – Route 31/32 Map