



Agenda Report

June 11, 2018

TO: Honorable Mayor and City Council

THROUGH: Finance Committee

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 FOR THE IMPLEMENTATION OF PASADENA TRANSIT SUNDAY SERVICE AND REPLACEMENT OF AGING VEHICLES TO RELIEVE SIGNIFICANT OVERCROWDING

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 \$1,635,337 in grant funding for the implementation of Pasadena Transit Sunday service and replacement of aging vehicles to relieve significant overcrowding. 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 agencies.

BACKGROUND:

This program will be funded through two grants from the Federal Transit Administration (FTA) that was awarded to the City of Pasadena through the Jobs Access and Reverse Commute (JARC) program. The grant funds will be administered through Metro, which is the designated recipient of these federal funds. The grant agreement will provide funds to operate Pasadena Transit service on Sunday and replace two aging 25-foot Compressed Natural Gas (CNG) buses with higher passenger capacity 35-foot CNG buses.

The implementation of three years of Sunday service on Pasadena Transit is being funded with the award of \$772,507 in JARC funds and \$554,163 in required local match funds. Sunday service will be provided on routes 10, 20, 31, 32, 40 and 51 similar to the service currently operated on these routes on Saturdays. Routes 52 and 60 do not currently operate on the weekend and will not receive Sunday service. The City was awarded \$862,830 in JARC funds to purchase two higher passenger capacity CNG buses, with a \$215,710 local match. Although these funds were applied for in two separate grant applications, Metro has combined the two grant awards into one agreement that includes a combined \$1,635,337 in federal funds and \$769,873 in local matching funds.

The Sunday service grant project meets the goal of the JARC Program to improve access to employment and employment-related activities for low income individuals by expanding public transit services on weekends. The target population served by this program is the economically disadvantaged community of Northwest Pasadena. This area has the highest rate of poverty and unemployment in the City, as seen in Attachment A.

Sunday service on Pasadena Transit was eliminated as part of the recession-driven budget cuts. This further added to the weekend service gap for residents, workers, and visitors to the City. In addition to direct passenger and driver feedback to staff that the absence of Sunday service is a mobility gap, an onboard and online survey was conducted in preparation for the application. As part of the survey, over 84% of respondents answered that they would use Sunday service if it was offered. In addition, 22% of respondents said they would use it for work. Sunday service will provide these riders access to the region-wide transportation system via connections to the Metro Gold Line, as well as Metro and Foothill Transit buses.

The grant that provides for the replacement of two smaller 25-foot aging vehicles with two larger 35-foot buses meets the goal of the JARC program by helping relieve significant overcrowding with higher passenger capacity buses that will be used on the heaviest Pasadena Transit routes serving Northwest Pasadena.

The City participated in a federally compliant joint procurement with Long Beach Transit in 2015 for six CNG vehicle options. In 2017, with the help of grant funds, four of the six options were executed. This grant will provide funding to execute the remaining two CNG vehicle options. Staff anticipates returning for Council consideration to purchase these two buses later this calendar year for funds that will be expended in Fiscal Year 2019.

This agreement with Metro for these JARC grant funds will both help to address an existing mobility gap on Sunday and provide much needed additional passenger capacity that serves Northwest Pasadena. These routes travel throughout this community on Fair Oaks Avenue, Lake Avenue, and Washington Blvd. These routes also connect this area to the major employers, business districts, and commercial corridors of Pasadena, as well as to the City's extensive local and regional transit network, thereby providing Northwest Pasadena residents with vital accessibility to jobs.

COUNCIL POLICY CONSIDERATION:

This JARC funded program to implement Pasadena Transit service on Sunday and replace lower capacity buses with higher capacity buses 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 Pasadena Transit by providing additional service capacity 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 day of service and passenger capacity has been determined to be a negligible expansion of the existing use.

FISCAL IMPACT:

The total fiscal impact of this action is \$2,405,210. Of this amount, \$1,635,337 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 the implementation of Sunday service on Pasadena Transit and the purchase of two 35-foot CNG vehicles.

The total program reimbursements of \$1,635,337 from Metro will be reflected in Prop C Fund 209 revenue account 20924043-637400 for operations (\$772,507) and Purchase of Fixed Route Transit Vehicles Capital Project 75085 revenue account 30124005-637400 for fleet purchase (\$862,830).

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

FUNDING SOURCES	PROGRAM AMOUNT
FTA Section 5316 JARC (Federal)	\$ 1,635,337
Prop C Fund 209 (Local Match)	\$ 769,873
TOTAL	\$ 2,405,210

The total local operating and capital match is \$769,873. Of the operating local match, \$554,163 is programmed in Transit's annual operating budget in account 20924043-811400 for the next three years, beginning in FY 2019. The local match of \$215,710 for the capital grant is programmed in the FY 2019 CIP (75085). It is anticipated that the

Job Access and Reverse Commute Program – Pasadena Transit Sunday Service and Replacement Vehicles Grant Authorization

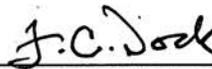
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entire program amount will be spent by the end of FY 2021. There is not fiscal impact for FY 2018.

PROJECTS	Federal	Local	Total
3 Years of Operating Sunday Service	\$ 772,507	\$ 554,163	\$ 1,326,670
2 35-foot buses	\$ 862,830	\$ 215,710	\$ 1,078,540
TOTAL	\$ 1,635,337	\$ 769,873	\$ 2,405,210

Respectfully submitted,



FREDERICK C. DOCK

Director

Department of Transportation

Prepared by:



Sebastián Andrés Hernández
Senior Planner

Approved by:



STEVE MERMELL
City Manager

Attachment: (1)

Attachment A - Northwest Pasadena Census