

Agenda Report

July 22, 2024

TO: Honorable Mayor and City Council

Through: Finance Committee (July 22, 2024)

FROM: Department of Transportation

SUBJECT: AUTHORIZE THE CITY MANAGER TO SIGN ANY AND ALL AGREEMENTS WITH THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY FOR THE LOCAL TRANSIT SYSTEM SUBCOMMITTEE ZERO EMISSION VEHICLE CALL FOR PROJECTS TO RECEIVE \$5,000,000 IN GRANT FUNDING FOR THE LAUNCHING PASADENA TRANSIT AND PASADENA DIAL-A-RIDE'S ZERO EMISSION TRANSITION PROJECT AND AMEND THE FISCAL YEAR 2025 CAPITAL IMPROVEMENT PROGRAM BUDGET

RECOMMENDATION:

It is recommended that the City Council:

1. Find that the action proposed herein is covered by the commonsense exemption set forth in the State California Environmental Quality Act ("CEQA") Guidelines Section 15061(b)(3) as CEQA only applies to projects that may have a significant effect on the environment;
2. Authorize the City Manager to sign any and all agreements with the Los Angeles County Metropolitan Transportation Authority for the Local Transit System Subcommittee Zero Emission Vehicle Call for Projects to receive \$5,000,000 in grant funding for the Launching Pasadena Transit and Pasadena Dial-A-Ride's Zero Emission Transition project; and
3. Amend the FY 2025 Capital Improvement Program Budget by appropriating \$295,500 in Proposition A local transit funds (Fund 208) to the Purchase of Dial-A-Ride Vehicles (75086) project.

BACKGROUND:

The Launching Pasadena Transit and Pasadena Dial-A-Ride's Zero Emission Transition project will replace 14 internal combustion engine powered public transit vehicles that

will reach their useful life in 2026 with 15 zero-emission vehicles (ZEVs). This initiative is part of the City's efforts to transition its public transit fleet to more sustainable options. Below is a table that identifies the timeline of the transition. This project will replace over 30% of the Pasadena Transit fleet and over 50% of the Pasadena Dial-A-Ride fleet with zero-emission vehicles. The table below summarizes the quantity and the timing of the zero-emission transition. These vehicles are estimated to carry over 4.8 million passengers over their anticipated service life of 12 years.

Service	Existing Fleet					
	2024	2026*	2030	2032	2036	
Pasadena Transit	29	1	8	8	4	9
% Zero-Emission		3%	31%	59%	72%	103%

Service	Existing Fleet	2025	2026	2028
Pasadena Dial-A-Ride	15	1	7	7
% Zero-Emission		7%	53%	100%

*2026 replacing 7 buses with 8 given to increase spare ratio in advance of using new technology resulting in 103% in 2036

Pasadena Transit currently operates six local fixed routes within the City and surrounding areas, covering 23 square miles. In Fiscal Year (FY) 2023, Pasadena Transit provided public transportation to over 1.1 million passengers using a fleet of 29 vehicles. Pasadena Dial-A-Ride, a shared ride, curb-to-curb transportation service for seniors and individuals with disabilities, covers an area of over 36 square miles and provided over 47,000 passenger trips in FY 2023 using a fleet of 15 vehicles.

The funding for this project includes a \$5,000,000 grant from the Los Angeles County Metropolitan Transportation Authority (Metro) Local Transit System Subcommittee FY 2023 Zero Emission Vehicle Call for Projects, with \$4,500,000 allocated for eight Pasadena Transit buses and \$500,000 for seven Pasadena Dial-A-Ride buses. The City of Pasadena was awarded these funds competitively, recognizing the importance of this initiative. The project is also supported by local match sources and will leverage secured grant funding to support the total estimated project cost of \$10,832,904.

COUNCIL POLICY CONSIDERATION:

The proposed action will preserve and enhance public transit in Pasadena and, as a result, is consistent with the following Strategic Plan goals: 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. Additionally, this action is consistent with the adopted Zero Emission Rollout Plan to transition the City's public transit fleet to zero-emission.

ENVIRONMENTAL ANALYSIS:

The proposed action is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to State CEQA Guidelines Section 15061 (b) (3), the

commonsense rule that CEQA only applies to projects that have a potential for causing a significant effect on the environment. The proposed action is an administrative function to allow the City of Pasadena to continue to receive these grant funds from Metro for the purchase of Pasadena Transit and Pasadena Dial-A-Ride vehicles.

FISCAL IMPACT:

Approval of the recommended action will result in a total grant award of \$5,000,000, with \$4,500,000 allocated for eight Pasadena Transit buses and \$500,000 for seven Pasadena Dial-A-Ride buses. It will also amend the FY 2025 Capital Improvement Program Budget by appropriating \$295,500 in Proposition A local transit funds (Fund 208) to the Purchase of Dial-A-Ride Vehicles (75086) project.

This funding will cover a substantial portion of the total project cost, which is estimated to be \$10,832,904. The grant funding has already been appropriated in the City's FY 2025 Capital Improvement Program to the Replacement of Transit vehicles (75085) and Replacement of Dial-A-Ride vehicles (75086) projects. The \$5.8 million local match requirement will be primarily funded with other grants the City has secured since the application was submitted but does require appropriating \$295,500 in Proposition A local transit funds (Fund 208) to the Purchase of Dial-A-Ride Vehicles (75086) project. There is sufficient fund balance in Proposition A local transit funds to support this budget amendment. There is no impact to the City's General Fund. The chart below illustrates the grant funding:

Zero-Emission Bus Quantity	Total Cost	Grant Award	Local Match	
			Other Grants	Prop A
8 Pasadena Transit 7 Pasadena Dial-A-Ride	\$ 10,832,904	\$ 5,000,000	\$ 5,537,404	\$ 295,500

Respectfully submitted,




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