

Agenda Report

October 28, 2024

TO: Honorable Mayor and City Council

FROM: Department of Transportation

SUBJECT: **AUTHORIZE THE CITY MANAGER TO AMEND CONTRACT 32054 WITH FIRST TRANSIT, INC. FOR FIXED ROUTE AND DIAL-A-RIDE TRANSIT SERVICES TO INCLUDE THE OPTIONAL SERVICE LEVEL FOR TWO ADDITIONAL ROUTES AND INCREASE THE CONTRACT AMOUNT BY \$8,812,205 TO A NOT-TO-EXCEED AMOUNT OF \$75,905,467**

RECOMMENDATION:

It is recommended that the City Council:

1. Find that the proposed action is not a project subject to the California Environmental Quality Act (CEQA) pursuant to Section 21065 of CEQA and Sections 15060(c)(2), 15060(c)(3), and 15378 of the State CEQA Guidelines and, as such, no environmental document pursuant to CEQA is required;
2. Authorize the City Manager to amend contract 32054 with First Transit, Inc., for fixed route and Dial-A-Ride transit services to include the Optional Service Level for two additional routes and increase the contract amount by \$8,812,205 through June 30, 2028, to a not-to-exceed amount of \$75,905,467, which includes the base contract amount of \$73,694,628 and a contingency of \$2,210,839 (3%) to provide for any necessary change orders; and
3. To the extent the amendment to Contract No. 32054 could be considered a separate procurement subject to the Competitive Selection Process, grant an exemption pursuant to Pasadena Municipal Code (PMC) Section 4.08.049(B), contracts for which the City's best interests are served. Competitive price bidding is not required pursuant to City Charter Section 1002(F) contracts for professional or unique services.

BACKGROUND:

On June 7, 2021, following a federally compliant Request for Proposal (RFP), City Council authorized the City Manager to enter into an agreement with First Transit, Inc. (a wholly owned subsidiary of Transdev), to operate transit operations for Pasadena Transit and Pasadena Dial-A-Ride. The RFP anticipated the potential of an additional 30,000 revenue

service hours, and defined this optional service level within the RFP to be included in the cost proposal that was incorporated as part of the selection process.

On September 11, 2023, City Council authorized the City Manager to execute a contract with the Los Angeles County Metropolitan Transportation Authority (Metro) to fund the City to operate Metro bus Lines 177 and 256. In order to support the operation of these two contracted routes for Metro, this proposed action will amend the existing contract with First Transit, Inc. to operate up to 30,000 additional annual revenue service hours. The operations for these two additional routes will be fully funded by Metro.

The two additional routes that the City will operate for Metro is per Metro's NextGen Bus Plan adopted in October 2020, which reimagines their Countywide bus system to better meet the needs of public transit riders in Los Angeles County. One of the basic tenets of the NextGen Bus Plan is to have Metro lines that function more as a local service rather than a regional service be operated by local service providers. Metro bus Lines 177 and 256 were identified as two such lines since they operate primarily in Pasadena. Metro bus Line 177 connects Caltech, Northwest Pasadena and the Jet Propulsion Laboratory (JPL) via Fair Oaks Ave and Mountain St., and Line 256 connects Highland Park Station, Northwest Pasadena, and the Sierra Madre Villa A Line Station via Washington Blvd. (Attachment A – Current and Proposed Pasadena Transit Map).

Per the City's agreement with Metro, the City will begin operating these two bus routes as part of the Pasadena Transit system beginning December 15, 2024, in coordination with Metro's bi-annual regularly programmed service changes.

COUNCIL POLICY CONSIDERATION:

This amended transit services contract with First Transit, Inc. for the provision of an additional 30,000 annual revenue service hours 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. The contract amendment will support Improving Mobility and Accessibility throughout the City by providing the City with the opportunity to interline and augment existing Pasadena Transit lines, thereby providing customers with enhanced transit service.

ENVIRONMENTAL ANALYSIS:

The action proposed herein is not a project subject to the California Environmental Quality Act (CEQA) in accordance with Section 21065 of CEQA and State CEQA Guidelines Sections 15060(c)(2), 15060(c)(3), and 15378. The authorization to amend a contract with a service provider to assume operation of existing bus lines is an organizational and administrative action that would not cause either a direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment. Therefore, the proposed action is not a "project" subject to CEQA, as defined in Section 21065 of CEQA and Section 15378 of the State CEQA Guidelines. Since the action is not a project subject to CEQA, no environmental document is required.

FISCAL IMPACT:

The cost of the recommended action will increase the contract by an additional \$8,812,205, for a total contract amount not to exceed \$75,905,467 for the contract term from July 1, 2021, through June 30, 2028, including the revised 3% contingency of \$2,210,839 as shown in the table below.

Contract Budget Summary			
Contract Year	Current	Service Increase	Amended
FY22 Year 1	\$ 7,433,399	\$ -	\$ 7,433,399
FY23 Year 2	\$ 8,855,018	\$ -	\$ 8,855,018
FY24 Year 3	\$ 9,237,118	\$ -	\$ 9,237,118
FY25 Year 4	\$ 9,639,230	\$ 1,180,302	\$ 10,819,532
FY26 Year 5	\$ 9,904,216	\$ 2,179,501	\$ 12,083,717
FY27 Year 6*	\$ 10,201,343	\$ 2,244,886	\$ 12,446,229
FY28 Year 7*	\$ 10,507,383	\$ 2,312,232	\$ 12,819,615
Subtotal	\$ 65,777,708	\$ 7,916,920	\$ 73,694,628
Contingency (2% current, 3% amended)	\$ 1,315,554	\$ 895,285	\$ 2,210,839
	\$ 67,093,262	\$ 8,812,205	\$ 75,905,467

*Amounts included for years 6 & 7 are for the optional two-year extension approved by the City Manager in February 2024, as authorized by the City Council contract approval on June 7, 2021.


The cost of operations for the two additional routes that First Transit, Inc. will provide per this contract amendment will be fully funded by Metro. The Department will utilize existing budgeted appropriations from Proposition A Fund (208) and Proposition C Fund (209). Future contract costs will be budgeted as part of the department's annual operating budget. There is no impact to the General Fund (101).

Respectfully submitted,



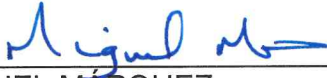
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Prepared by:



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Approved by:



MIGUEL MARQUEZ
City Manager

Attachment:

Attachment A – Current and Proposed Pasadena Transit Map