



## CITY OF GLENDALE, CALIFORNIA REPORT TO THE CITY COUNCIL

### AGENDA ITEM

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Report: Acceptance of Grant Funds for Transit and Intercity Rail Capital Program (TIRCP) grant from California State Transportation Agency (CalSTA).

1. Motion accepting \$33,111,826 in Transit and Intercity Rail Program grant funds from the California State Transportation Agency and administered by Caltrans, to electrify the Beeline transit fleet including: purchasing battery electric buses and chargers, designing and constructing a parking deck with a photovoltaic canopy, installing electrification infrastructure, installing shelter and shade structures and e-ink real time bus arrival information at bus stops, installing bus technologies on all Beeline buses including Cal-ITP contactless payment readers, funding an integration study to better connect Beeline services with the new BRT service, Metro and Metrolink/Amtrak services, and creating a Climate Mobility and Safety App to encourage transit ridership.

2. Resolution authorizing the City Manager, or his designee, to execute the Master Agreement, all Award Agreements, and all Program Supplements for State-Funded Transit Projects and any Amendments thereto with the California Department of Transportation.

### COUNCIL ACTION

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**Item Type:** Consent Calendar

**Approved for** September 20, 2022 **calendar**

### EXECUTIVE SUMMARY

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The City of Glendale was recently successful in securing \$33,111,826 in grant funding under the TIRCP program to electrify the Beeline transit fleet, improve the rider experience, and increase ridership. In order to proceed with this program, a Motion is needed to accept these grant funds and Resolution to execute grant agreements with the California Department of Transportation.

## **COUNCIL PRIORITIES**

Environmental Stewardship and Infrastructure: The conversion of the Beeline fleet to electric buses including electrification infrastructure will reduce greenhouse gas emissions and continue the safe, efficient, and reliable transportation services.

## **RECOMMENDATION**

Adopt the attached motion accepting the California State Transportation Agency's TIRCP grant award of \$33,111,826 for the electrification of the Beeline transit fleet and associated projects, and adopt the attached resolution authorizing the City Manager or the Director of Public Works to execute the Master Agreement, all Award Agreements, and all Program Supplements for State-Fund Transit Projects, and any Amendments thereto with the California Department of Transportation.

## **BACKGROUND**

Reducing greenhouse gas (GHG) emissions to fight climate change is a top priority, for the City Council and the State of California. The recently completed *CALSTART Transit Fleet Electrification Feasibility Study for the Arroyo Verdugo Transit Operators* cited a substantial reduction of GHG emissions that would result from a full transition to a zero-emission Beeline fleet. The study also revealed that the benefits come with substantial costs including building a parking deck above the Beeline Bus Maintenance facility bus parking area that will allow sufficient space for the charging equipment and the cost of battery-electric buses, Glendale's preferred path. In addition, the Beeline fleet is required by the California Air Resources Board's (CARB) Innovative Clean Transit regulation to be fully zero-emission by 2035.

CalSTA provides grants from the Greenhouse Gas Reduction Fund (GGRF) for transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. The TIRCP provides funding for transit agencies to not only electrify their fleet but to increase ridership.

On March 3, 2022, the City of Glendale's Public Works Department submitted a Round 5 TIRCP grant application titled Making a Beeline for Electrification - the City of Glendale and Arroyo Verdugo Communities Zoom towards Cleaner Transportation. The application requested \$34.6 million to electrify the Beeline and La Canada Flintridge fleets, improve the bus rider experience, and increase ridership to reduce greenhouse gas emissions. Using the California Air Resources Board (CARB) quantification methodology, the proposed project was estimated to reduce 653,778 Metric Tons of Carbon Dioxide Equivalent (MTCO<sub>2e</sub>) over the useful life of the project.

CalSTA received fifty TIRCP applications for both rail and transit projects requesting \$3.94 billion in funding. On July 7, 2022, CalSTA awarded \$797,095,000 to twenty-three (23) projects. The amount of funding was increased from \$500 million to \$797 million due to the favorable cap-and-trade auctions in which TIRCP receives 10% of the auction proceeds. The City of Glendale's application was funded for the full amount requested of

\$34.6 million, \$33.11 million for the City of Glendale, and \$1.53 million for the City of La Canada Flintridge.

## **ANALYSIS**

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Glendale Beeline is moving towards electrification. The awarded TIRCP project funds the following elements:

### **Capital**

- Purchase 20 battery-electric buses (BEBs),
- Build a parking deck to accommodate infrastructure for BEBs, employee parking, and a photovoltaic canopy

### **Rider Experience**

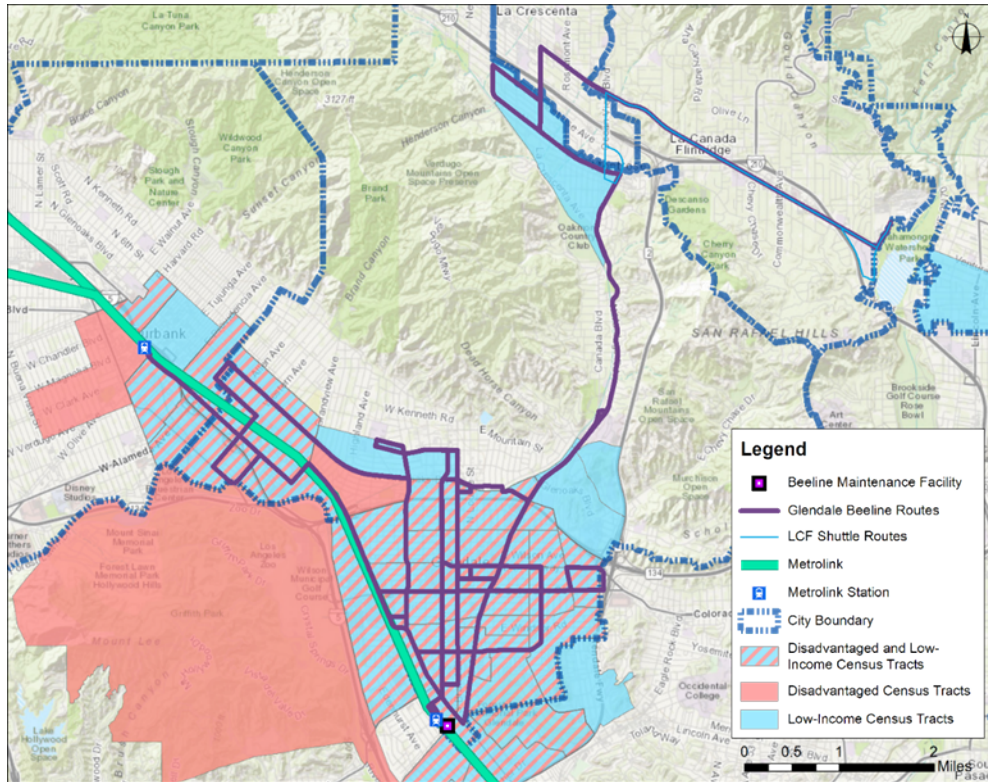
- Installing Shelter/Shade structures at up to 400 bus stops. Major stops will have real-time bus arrival information
- Provide Cal-ITP payment readers on Glendale Beeline transit buses for an added fare payment option
- Work with Cal-ITP to provide a real-time GTFS feed available to all trip planning apps and websites
- Integrated Bus Technology system that includes Wi-Fi, stop announcements, and security cameras.
- Service integration study of Glendale Beeline services, the new LA Metro BRT, and Metrolink/Amtrak

### **Change Behavior**

- Climate Mobility and Safety app to inform riders of GHG emissions of transit modes while utilizing gamification to encourage interaction and change travel behavior. In addition, the crowd-sourced safety module allows real-time conditions on buses to be communicated with app users

Glendale claimed Disadvantaged and Low Income Community Benefits for the proposed project. The project meets both the AB 1550 (Air Quality) and SB 535 (low-Income) definitions of a Disadvantage Community (DAC) and a Low-Income Community (LIC). The Beeline Bus Maintenance Facility where the BEBs will be domiciled is in a DAC census tract and the Beeline service operates primarily in DAC and LIC communities.

After reviewing the mapping tool that combines the Disadvantaged Communities (SB535) and the Low-income Communities (AB 1550), the vast majority of the areas are both a DAC and LIC as shown with all census tracts scoring above 80%. Polluting industries that purchase emission credits during the State's auctions fund Cap and Trade programs which in turn invest these funds back to vulnerable communities to improve air quality. Glendale's proposed project would provide a direct benefit to DACs and LICs.



## STAKEHOLDERS/OUTREACH

The TIRCP grant will reduce greenhouse gas emissions by helping with the electrification efforts of the Beeline fleet and increasing ridership. In 2019, Glendale completed a Transit Route Analysis (TRA) that reviewed the existing network of all fixed-route transit services (regardless of provider) in the Glendale, Burbank, La Canada Flintridge, and unincorporated areas of Los Angeles County – Montrose and La Crescenta. The TRA provided recommendations for Glendale Beeline service enhancements to better serve riders and potential riders. The modifications to existing routes, the increase in frequency on two routes, and a new route were recommendations from the TRA that are included in the application.

Public participation was key to preparing the TRA recommendations. A multilingual community-wide online survey was designed to invite input from the Glendale community and individuals who travel within and through Glendale.

In 2020-22, CALSTART completed the Transit Fleet Electrification Feasibility Study for the Arroyo Verdugo Transit Operators with plans for an extensive outreach effort but due to the COVID-19 pandemic, the public outreach was scaled back.

## FISCAL IMPACT

There is no fiscal impact associated with this item at this time. At future project stages, staff will request appropriations for the elements of the grant which will be submitted throughout the four-year TIRCP grant period and grant revenue will be received on a

reimbursement basis. The design and construction of the Parking Deck in Years 1, 2 and 3 and the procurement of the battery-electric buses in year 4. The rider experience elements of the project will be implemented in Year 1 and Year 2.

#### **ENVIRONMENTAL REVIEW (CEQA/NEPA)**

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This item is item is considered a ministerial activity and therefore, not subject to CEQA/NEPA review.

#### **CAMPAIGN DISCLOSURE**

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This item is exempt from campaign disclosure requirements.

#### **ALTERNATIVES**

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Alternative 1: The City Council may elect to approve 1) a Motion for accepting the CalSTA TIRCP grant funds in the amount of \$33,111,826; and 2) a Resolution authorizing the City Manager, or his designee to execute the Master Agreement, all Award Agreements, and all Program Supplements for State-Funded Transit Projects and any Amendments thereto with the Caltrans.

Alternative 2: The City Council may elect not to accept the TIRCP grant funding for electrifying the Beeline fleet. Doing so would result in the City's inability to reach it's bus fleet electrification goal by 2035.

Alternative 3: The City Council may consider any other alternative not proposed by staff.

#### **ADMINISTRATIVE ACTION**

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**Prepared by:**

Martha D'Andrea, Transit Manager

**Approved by:**

Roubik R. Golanian, P.E., City Manager

#### **EXHIBITS/ATTACHMENTS**

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None.