

CITY OF SANTA ROSA
CITY COUNCIL

TO: MAYOR AND CITY COUNCIL
FROM: YURI KOSLEN, TRANSIT PLANNER
TRANSPORTATION AND PUBLIC WORKS TRANSIT DIVISION

SUBJECT: RESOLUTION AUTHORIZING FILING OF APPLICATION FOR
FTA SECTION 5310-ENHANCED MOBILITY OF SENIORS AND
INDIVIDUALS WITH DISABILITIES GRANT FUNDING WITH
CALTRANS FOR THE PURCHASE OF REPLACEMENT
VEHICLES AND ANTENNA EQUIPMENT

AGENDA ACTION: PUBLIC HEARING AND RESOLUTION

RECOMMENDATION

It is recommended by the Transportation and Public Works Department that the Council: 1) hold a public hearing and find that no private non-profit is readily available to provide paratransit services in the region; and, 2) by resolution, authorize the City Manager or designee to execute and file a grant application with the California Department of Transportation (Caltrans) under Federal Transit Act Section 5310 (49 U.S.C. § 5310) Enhanced Mobility of Seniors and Individuals with Disabilities program to purchase four replacement ADA paratransit vehicles, one Oakmont Senior Community vehicle and antenna equipment for paratransit vehicles.

EXECUTIVE SUMMARY

Federal Transit Administration Section 5310 program funds are appropriated to urbanized areas across the United States. Santa Rosa area applications are managed by Caltrans with evaluation conducted by the Regional Transportation Planning Agency (RTPA) which for the Bay area is the Metropolitan Transportation Commission (MTC). The Santa Rosa urbanized area is allotted a three-year programming amount of approximately \$680,000. Caltrans requires a public hearing as well as a resolution adopted by the governing board to be included in the grant application. This item relates to Council Goal 3.1: "Improve transportation network to reduce vehicle miles traveled and promote multi-modal transportation."

BACKGROUND

1. The City of Santa Rosa (CITY) provides next-day ADA paratransit transportation services during CityBus hours and within three-quarters ($\frac{3}{4}$) of a mile from existing CityBus routes as part of the requirements of the Americans with Disabilities Act (ADA). This service is currently provided using City owned vehicles and operated by our contractor, MV Transportation (MV). MV continues to provide a high quality services that is not only demonstrated by their performance (98.7% on-time Performance and 2.48 passengers per hour) but by the feedback provided from riders and attendees of the city Paratransit User Group. Given the growing percentage of elderly individuals with disabilities in Santa Rosa, it is assumed that the Santa Rosa Paratransit Service demand will remain a critical transportation option for the future. Of the thirteen accessible buses that make up the CITY's Paratransit fleet, five have exceeded their useful lifespan as established by the Federal Transportation Administration (FTA) for this type of vehicle. Four vehicles in the fleet are 2010 vehicles with an average of 176,000 miles each.
2. The CITY has had an agreement with the Oakmont Village Association since 1998 to provide a flexible bus service that allows the general public to call and arrange for the bus to pick them up within the Oakmont area. This service also continues to provide one trip per day between the Oakmont Community and shopping centers in Santa Rosa five days a week. This service is currently provided using a City owned vehicle and operated by our contractor, MV Transportation (MV). The one bus that provides service to the Oakmont Senior Community has 150,000 miles and is also a 2010 model.
3. Entering into the Agreement with Caltrans to utilize the FTA 5310 Grant will allow the Transit Division to replace these aging vehicles with new accessible vehicles. Avoiding the increased maintenance costs and inefficiencies associated with aging vehicles is essential to maintaining the excellent service we are currently providing.
4. The CITY owns thirteen vehicles operated by MV for paratransit service. These thirteen vehicles need replacement antennas for the camera equipment on the vehicles.
5. The Federal Section 5310 Program is authorized under the Fixing America's Surface Transportation (FAST) Act, enacted on December 4, 2015, authorizing funding for federal surface transportation programs for fiscal years (FY) 2016 through 2020. The 5310 program provides capital and operating support to meet the needs of senior and individuals with a disability. For the Bay Area's large urbanized areas (UZA) funding apportionment, Caltrans is the designated recipient, but through a memorandum of understanding, MTC is responsible for conducting the competitive project selection process. The Santa Rosa UZA is

one of five UZA's within the Bay area. The CITY's project meets the needs of individuals with disabilities and is identified as a need within MTC's Bay Area's Coordinated Public Transit—Human Services Transportation Plan. This process concludes with Caltrans submitting a grant application to the FTA and, once approved, sending out final agreements to successful applicants within the next two years.

6. The CITY is an eligible subrecipient when, after holding a hearing, the CITY Council finds there are no non-profit organizations readily available to provide paratransit services to individuals with disabilities within our service area. To ensure that non-profits within the Santa Rosa UZA have been notified of this opportunity to comment on the CITY's 5310 application, CITY staff published a notice of the public hearing in the Press Democrat and directly emailed the public meeting notice to over thirty-five organizations (non-profits and governmental). Some of these organizations have demonstrated their support for the CITY's application, as can be seen by the letters of support. Transit Division staff, to date, have received no correspondence indicating that a non-profit is readily available to provide paratransit services instead of the CITY.

PRIOR CITY COUNCIL REVIEW

none

ANALYSIS

1. The FTA 5310 grant funding will cover the entire cost of the five ADA accessible vehicles (\$325,000) and antenna equipment (\$923), totaling \$325,923.
2. There is no required match as funding by the state toll credits is covering the typical 20% match.
3. Grant funded vehicles and equipment will only be used for providing service to ADA paratransit and the Oakmont Senior Community route within the CITY's service area.

FISCAL IMPACT

There will be no financial impact to the General Fund. The expected cost to replace the five ADA accessible vehicles will be \$325,000. The cost to purchase the antenna equipment will be \$923. The FTA 5310 grant will cover the entire cost of the vehicles and equipment totaling \$325,923. No additional funding is needed for these purchases.

ENVIRONMENTAL IMPACT

This action is exempt from the California Environmental Quality Act (CEQA) because it is not a project which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, pursuant to CEQA Guideline section 15378.

BOARD/COMMISSION/COMMITTEE REVIEW AND RECOMMENDATIONS

Not applicable

NOTIFICATION

Public hearing notice.

ATTACHMENTS

- Attachment 1 - Public meeting email notice to non-profits
- Attachment 2 - Letters of Support

CONTACT

Yuri Koslen
707-543-3335
ykoslen@srcity.org