

CITY OF SANTA ROSA
CITY COUNCIL

TO: MAYOR AND CITY COUNCIL
FROM: SHAWN SOSA, ADMINISTRATIVE ANALYST
TRANSPORTATION AND PUBLIC WORKS – TRANSIT DIVISION
SUBJECT: RESOLUTION AUTHORIZING FILING A GRANT APPLICATION
FOR FTA SECTION 5310 FUNDS FOR PURCHASE OF
REPLACEMENT ADA PARATRANSIT AND SENIOR
COMMUNITY VEHICLES

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 to receive public comment and to determine whether any private non-profit is readily available to provide paratransit services within the City; and, 2) by resolution, authorize the City Manager or his designee to execute and file a grant application with the California Department of Transportation (Caltrans) under Federal Transit Act Section 5310 (FTA C 9070.1G) to purchase six replacement ADA Paratransit vehicles and one Oakmont Senior Community vehicle.

EXECUTIVE SUMMARY

Federal Transit Administration (FTA) Section 5310 program funds are appropriated to urbanized areas across the United States. Applications for the 5310 process in California are administered by Caltrans in conjunction with the Metropolitan Transportation Commission (MTC). Caltrans requires the local jurisdiction to hold a public hearing as well as adopt a resolution. Santa Rosa's application will be requesting funding for eligible ADA Paratransit and Senior community vehicles.

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 service that is not only demonstrated by their performance, but by the feedback provided from riders and attendees of the City's Paratransit User Group. Santa Rosa Paratransit Service will

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remain a critical transportation option for persons living with disabilities into the future. Of the twelve accessible buses that make up the City's Paratransit fleet, six will soon exceed their useful lifespan as established by the Federal Transportation Administration (FTA) for this type of vehicle. These six are model 2014 vehicles with an average of 132,000 miles. At the estimated time of replacement these vehicles will be over 6 years old and will have exceeded 150,000 miles.

2. The City has had an agreement with the Oakmont Village Association since 1998 to provide a flexible bus service that makes 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 single bus that provides service to the Oakmont Senior Community is a 2010 model and has 237,000 miles.

3. 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 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. The Santa Rosa urbanized area (UZA) is one of five UZAs 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. The application 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 public hearing, the City Council determines if there are non-profit organizations readily available to provide similar 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) as can be seen on the attached document. 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. Readily available is defined as willing, interested and capable of providing the proposed service at a comparable cost to the identified clientele in the same service area, with the same hours of frequency, and at the same level of service.

PRIOR CITY COUNCIL REVIEW

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On February 14, 2017, the City Council, by Resolution No. RES-2017-025, approved a grant application to Caltrans for FTA 5310 funding.

ANALYSIS

1. A successful application to the FTA for 5310 grant funding will cover 100% of the estimated cost of the six paratransit vehicles (\$427,200) and one Oakmont senior vehicle (\$81,200) for a total of \$508,400.
2. There is no required match to the estimated cost of the vehicles as funding by the state toll credits will cover the typical 20% match.
3. Grant-funded vehicles will only be used for providing service to ADA paratransit and the Oakmont Senior Community route within the City's service area.

FISCAL IMPACT

Approval of this action does not have a fiscal impact to the General Fund. The expected cost to replace the seven vehicles is \$508,400. The FTA 5310 grant will cover the entire estimated cost of the vehicles. Any costs over the estimated cost would be drawn from the Transit Division's annual allocation of Transportation Development Act Article IV funds.

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 published August 8, 2019; email to community partners sent August 6, 2019.

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ATTACHMENTS

- Attachment 1 – Public meeting notice and email to organizations
- Resolution

CONTACT

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