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LEGISLATIVE COUNSEL'S DIGEST

**AP 6: PUBLIC TRANSPORTATION: ACCESSIBLE TRANSPORTATION SERVICES:
SENIORS AND DISABLED PERSONS.**

THE CALIFORNIA CONSTITUTION RESTRICTS THE EXPENDITURE OF REVENUES FROM FEES AND TAXES IMPOSED BY THE STATE UPON VEHICLES, OR THEIR USE OR OPERATION, TO STATE ADMINISTRATION AND ENFORCEMENT OF LAWS REGULATING THE USE, OPERATION, OR REGISTRATION OF VEHICLES, RESEARCH, PLANNING, CONSTRUCTION, IMPROVEMENT, MAINTENANCE, AND OPERATION OF PUBLIC STREETS AND HIGHWAYS, AND RESEARCH, PLANNING, CONSTRUCTION, AND IMPROVEMENT OF EXCLUSIVE PUBLIC MASS TRANSIT GUIDEWAYS, AS SPECIFIED. THESE RESTRICTIONS DO NOT APPLY TO REVENUES FROM TAXES OR FEES IMPOSED UNDER THE SALES AND USE TAX LAW OR THE VEHICLE LICENSE FEE LAW.

UNDER EXISTING LAW, PUBLIC TRANSIT SERVICES ARE FUNDED FROM VARIOUS SOURCES, INCLUDING THE STATE TRANSPORTATION FUND.

THIS MEASURE WOULD MEMORIALIZE THE LEGISLATURE AND THE GOVERNOR TO ENACT LEGISLATION THAT WOULD CREATE THE ACCESSIBLE

TRANSPORTATION ACCOUNT IN THE STATE TRANSPORTATION FUND, ESTABLISH A NEW VEHICLE REGISTRATION FEE OR VEHICLE LICENSE FEE TO FUND THE ACCOUNT, REQUIRE MONEYS IN THE ACCOUNT TO BE USED TO FUND ACCESSIBLE TRANSPORTATION SERVICES FOR SENIORS AND DISABLED PERSONS, AND AUTHORIZE CONSOLIDATED TRANSPORTATION SERVICES AGENCIES TO OVERSEE LOCAL EXPENDITURES OF THE MONEYS IN THE ACCOUNT.

VOTE: MAJORITY.

AP 6: RELATING TO TRANSPORTATION

WHEREAS, THE SOCIAL SERVICE TRANSPORTATION IMPROVEMENT ACT (PART 13 (COMMENCING WITH SECTION 15950) OF DIVISION 3 OF TITLE 2 OF THE GOVERNMENT CODE), WHICH WAS ENACTED IN 1979, WAS INTENDED TO IMPROVE TRANSPORTATION SERVICE REQUIRED BY SOCIAL SERVICE RECIPIENTS BY PROMOTING THE CONSOLIDATION OF SOCIAL SERVICE TRANSPORTATION SERVICES; AND

WHEREAS, IN THE 42 YEARS SINCE THE SOCIAL SERVICE TRANSPORTATION IMPROVEMENT ACT WAS ENACTED, DEMAND FOR ACCESSIBLE TRANSPORTATION SERVICES HAS SIGNIFICANTLY INCREASED, IN PARTICULAR FOR SERVICES THAT IMPROVE TRANSPORTATION SERVICES AVAILABLE TO THE RAPIDLY GROWING POPULATION OF OLDER CALIFORNIANS AND TO CALIFORNIANS WITH DISABILITIES; AND

WHEREAS, CHAPTER 5 OF THE STATUTES OF 2017 ESTABLISHED FUNDING SOURCES FOR VARIOUS TRANSPORTATION SERVICES, BUT DID NOT DEDICATE FUNDING TO ACCESSIBLE TRANSPORTATION SERVICES FOR OLDER OR DISABLED CALIFORNIANS; AND

WHEREAS, TRANSPORTATION POLICY AND FUNDING DECISIONS DO NOT REGULARLY PRIORITIZE ACCESSIBLE TRANSPORTATION SERVICES FOR OLDER OR DISABLED CALIFORNIANS; AND

WHEREAS, THE RECENT MASTER PLAN FOR AGING, COMPLETED IN 2021, ADDRESSED NUMEROUS POLICY AREAS CRITICAL TO OLDER CALIFORNIANS; HOWEVER, NO MEANINGFUL IMPROVEMENTS TO ACCESSIBLE TRANSPORTATION SERVICES WERE INCLUDED; AND

WHEREAS, SENIOR-ORIENTED MOBILITY SERVICES, AS CURRENTLY ORGANIZED AND FUNDED, DO NOT HAVE THE CAPACITY TO HANDLE THE STATE'S INCREASING NUMBER OF PEOPLE OVER 65 YEARS OF AGE; AND

WHEREAS, ACCESSIBLE TRANSPORTATION SERVICES ARE CURRENTLY PROVIDED BY TRANSIT AGENCIES, CITIES, COUNTIES, NONPROFIT AGENCIES, SOCIAL SERVICE AGENCIES, AND HEALTH INSURANCE PROVIDERS, YET NO SINGLE AGENCY OR ORGANIZATION FALLS NATURALLY INTO A LEADERSHIP ROLE; AND

WHEREAS, IN MANY AREAS, IN ORDER TO EXPAND TRANSPORTATION SERVICES THAT ARE ACCESSIBLE AND FRIENDLY TO SENIORS AND THAT EXCEED TRADITIONAL TRANSPORTATION SERVICES, ADDITIONAL FUNDING,

RELIABLE INSTITUTIONAL STRUCTURES, AND A BROADER LEVEL OF COMMUNITY INPUT AND DECISIONMAKING AUTHORITY IS NECESSARY; AND

WHEREAS, PLANS TO EXPAND TRANSPORTATION SERVICES WOULD OFTEN PROVIDE FUNDING THROUGH NEW TAXES; HOWEVER, OPPONENTS TO THESE PLANS OFTEN OBJECT TO THESE PLANS BECAUSE OF THEIR COSTS; AND

WHEREAS, COUNTY GOVERNMENTS, WHICH HAVE EXPERTISE IN THE PROVISION OF SOCIAL SERVICES, LOCAL KNOWLEDGE, AND DIRECTLY ELECTED REPRESENTATIVES, ARE THE MOST APPROPRIATE ENTITIES TO ADMINISTER FUNDING TO SUPPORT TRANSPORTATION SERVICES; AND

WHEREAS, TRANSIT AUTHORITIES AND TRANSIT DISTRICTS SHOULD ALSO COLLABORATE WITH COUNTY GOVERNMENTS, NONPROFIT PROVIDERS OF SOCIAL SERVICES, AND SOCIAL SERVICES TRANSPORTATION PROVIDERS TO PROVIDE SENIORS WITH BETTER ACCESS TO APPROPRIATE TRANSPORTATION SERVICES; AND

WHEREAS, THIS COLLABORATION WILL ENABLE FUNDING TO TARGET THE NEEDS OF THE POPULATIONS WHO ARE UNABLE, DUE TO THEIR HEALTH OR DISABILITY, TO USE SERVICES PROVIDED BY PUBLIC TRANSIT; AND

WHEREAS, WHILE FUNDING DECISIONS ARE PRIMARILY CONTROLLED BY LOCAL COUNTY TRANSPORTATION AUTHORITIES AND PUBLIC TRANSIT AGENCIES, FUNDING SHOULD BE ADMINISTERED JOINTLY AT THE STATE LEVEL BY THE DEPARTMENT OF HEALTH AND HUMAN SERVICES AND THE DEPARTMENT OF TRANSPORTATION BECAUSE THESE DEPARTMENTS HAVE

CRITICAL EXPERTISE IN SERVING THE TARGET POPULATION; NOW, THEREFORE,
BE IT

RESOLVED, BY THE SENIOR ASSEMBLY AND THE SENIOR SENATE, JOINTLY,
THAT THE SENIOR LEGISLATURE OF THE STATE OF CALIFORNIA AT ITS 2021
REGULAR SESSION, A MAJORITY OF THE MEMBERS VOTING THEREFOR, HEREBY
PROPOSES THAT THE ACCESSIBLE TRANSPORTATION ACCOUNT BE CREATED IN
THE STATE TRANSPORTATION FUND, A NEW VEHICLE REGISTRATION FEE OR
VEHICLE LICENSE FEE BE ESTABLISHED TO FUND THE ACCOUNT, MONEYS IN THE
ACCOUNT BE USED TO FUND ACCESSIBLE TRANSPORTATION SERVICES FOR
SENIORS AND DISABLED PERSONS, AND CONSOLIDATED TRANSPORTATION
SERVICES AGENCIES BE AUTHORIZED TO OVERSEE LOCAL EXPENDITURES OF
THE MONEYS IN THE ACCOUNT; AND BE IT FURTHER

RESOLVED, THAT THE SENIOR LEGISLATURE OF THE STATE OF
CALIFORNIA RESPECTFULLY MEMORIALIZES THE LEGISLATURE AND THE
GOVERNOR OF THE STATE OF CALIFORNIA TO ENACT APPROPRIATE
LEGISLATION THAT WOULD ADDRESS THE CONCERNS SET FORTH IN THIS
MEASURE; AND BE IT FURTHER

RESOLVED, THAT A COPY OF THIS MEASURE BE TRANSMITTED TO THE
SPEAKER OF THE ASSEMBLY, THE PRESIDENT PRO TEMPORE OF THE SENATE,
AND THE GOVERNOR OF THE STATE OF CALIFORNIA.

WHEREAS, THE SOCIAL SERVICE TRANSPORTATION IMPROVEMENT ACT, PASSED IN 1979, WAS INTENDED TO IMPROVE TRANSPORTATION SERVICE REQUIRED BY SOCIAL SERVICE RECIPIENTS BY PROMOTING THE CONSOLIDATION OF SOCIAL SERVICE TRANSPORTATION SERVICES; AND

WHEREAS, IN THE 42 YEARS SINCE THE SOCIAL SERVICE TRANSPORTATION IMPROVEMENT ACT WAS PASSED, THERE HAS BEEN A SIGNIFICANT INCREASE IN DEMAND FOR ACCESSIBLE TRANSPORTATION SERVICES, IN PARTICULAR SERVICES THAT IMPROVE TRANSPORTATION FOR THE RAPIDLY GROWING POPULATION OF OLDER CALIFORNIANS AND THOSE WITH DISABILITIES; AND

WHEREAS, SENATE BILL 1, PASSED IN 2017, INCLUDED FUNDING FOR MANY TRANSPORTATION OPTIONS, BUT NONE DEDICATED TO ACCESSIBLE TRANSIT FOR OLDER AND DISABLED CALIFORNIANS; AND

WHEREAS, OFTEN, TRANSPORTATION POLICY AND FUNDING DECISIONS DO NOT REGULARLY PRIORITIZE ACCESSIBLE TRANSPORTATION SERVICES TO OLDER PERSONS AND THOSE WITH DISABILITIES; AND

WHEREAS, THE RECENT MASTER PLAN FOR AGING, COMPLETED IN 2021, ADDRESSED NUMEROUS POLICY AREAS CRITICAL TO OLDER CALIFORNIANS, HOWEVER, NO MEANINGFUL TRANSPORTATION IMPROVEMENTS WERE INCLUDED; AND

WHEREAS, SENIOR ORIENTED MOBILITY SERVICES AS CURRENTLY ORGANIZED AND FUNDED DO NOT HAVE THE CAPACITY TO HANDLE THE STATE'S INCREASING NUMBER OF PEOPLE OVER THE AGE OF 65; AND

WHEREAS, ACCESSIBLE TRANSPORTATION SERVICES ARE CURRENTLY PROVIDED BY TRANSIT AGENCIES, CITIES, COUNTIES, NON-PROFIT AGENCIES, SOCIAL SERVICE AGENCIES, AND HEALTH INSURANCE, YET NO SINGLE AGENCY OR ORGANIZATION FALLS NATURALLY INTO A LEADERSHIP ROLE; AND

WHEREAS, IN MANY AREAS, IN ORDER TO EXPAND TRANSPORTATION OFFERINGS THAT ARE ACCESSIBLE AND FRIENDLY TO SENIORS THAT GO BEYOND TRADITIONAL TRANSIT SERVICES, ADDITIONAL FUNDING, RELIABLE INSTITUTIONAL STRUCTURES, AND A BROADER LEVEL OF COMMUNITY INPUT AND DECISIONMAKING AUTHORITY IS NECESSARY; AND

WHEREAS, A NUMBER OF PLANS TO EXPAND TRANSPORTATION OFFERINGS ARE OFTEN FUNDED VIA NEW TAXES, HOWEVER, THESE PLANS ARE MORE OFTEN THAN NOT OBJECTED TO BECAUSE OF COST ISSUES; AND

WHEREAS, COUNTY GOVERNMENTS, WITH THEIR EXPERTISE IN PROVIDING SOCIAL SERVICES, LOCAL KNOWLEDGE, AND DIRECTLY ELECTED REPRESENTATION ARE THE MOST APPROPRIATE ENTITY TO ADMINISTER FUNDING TO SUPPORT TRANSPORTATION SERVICES; AND

WHEREAS, TRANSIT AUTHORITIES AND TRANSIT DISTRICTS SHOULD ALSO COLLABORATE WITH COUNTY GOVERNMENTS, ALONG WITH NON-PROFIT PROVIDERS OF SOCIAL SERVICES AND SOCIAL SERVICES TRANSPORTATION PROVIDERS IN ORDER TO PROVIDE SENIORS BETTER ACCESS TO APPROPRIATE TRANSPORTATION OPTIONS; AND

WHEREAS, THIS COLLABORATION WILL ENABLE FUNDING TO TARGET THE NEEDS OF THE POPULATIONS WHO ARE UNABLE, DUE TO THEIR HEALTH OR DISABILITY, TO USE SERVICES PROVIDED BY PUBLIC TRANSIT; AND

WHEREAS, WHILE FUNDING DECISIONS ARE PRIMARILY CONTROLLED BY LOCAL COUNTY TRANSPORTATION AUTHORITIES AND PUBLIC TRANSIT AGENCIES, FUNDING SHOULD BE ADMINISTERED JOINTLY AT THE STATE LEVEL BY THE DEPARTMENT OF HEALTH AND HUMAN SERVICES AND DEPARTMENT OF TRANSPORTATION, AS THESE DEPARTMENTS HAVE CRITICAL EXPERTISE IN SERVING THE TARGET POPULATION; NOW, THEREFORE, BE IT

RESOLVED, BY THE SENIOR ASSEMBLY AND THE SENIOR SENATE, JOINTLY, THAT THE SENIOR LEGISLATURE OF THE STATE OF CALIFORNIA AT ITS 2021 REGULAR SESSION, A MAJORITY OF THE MEMBERS VOTING THEREFOR, HEREBY PROPOSES THAT THE ACCESSIBLE TRANSPORTATION ACCOUNT BE CREATED IN THE STATE TRANSPORTATION FUND, A NEW VEHICLE REGISTRATION FEE OR VEHICLE LICENSE FEE BE ESTABLISHED TO FUND THE ACCOUNT, AND CONSOLIDATED TRANSPORTATION SERVICES AGENCIES SHALL HAVE THE AUTHORITY TO OVERSEE LOCAL EXPENDITURES OF ACCOUNT FUNDS; AND BE IT FURTHER

RESOLVED, THAT THE SENIOR LEGISLATURE OF THE STATE OF CALIFORNIA RESPECTFULLY MEMORIALIZES THE LEGISLATURE AND THE GOVERNOR OF THE STATE OF CALIFORNIA TO ENACT APPROPRIATE LEGISLATION THAT WOULD ADDRESS THE CONCERNS SET FORTH IN THIS MEASURE; AND BE IT FURTHER

RESOLVED, THAT A COPY OF THIS MEASURE BE TRANSMITTED TO THE SPEAKER OF THE ASSEMBLY, THE PRESIDENT PRO TEMPORE OF THE SENATE, AND THE GOVERNOR OF THE STATE OF CALIFORNIA.