COORDINATED PUBLIC TRANSIT – HUMAN SERVICES TRANSPORTATION PLAN

SIERRA COUNTY

Final Plan

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GLOSSARY OF ACRONYMS

- ACS – American Community Survey
- ADA – Americans with Disabilities Act
- ADHC – Adult Day Health Care
- AoA – Administration on Aging
- Caltrans – California Department of Transportation
- CalWORKs – California Work Opportunity and Responsibility to Kids
- CDBG – Community Development Block Grants
- CSBG – Community Services Block Grant
- CTSA – Consolidated Transportation Service Agency
- DOT – Department of Transportation
- FTA – Federal Transit Administration
- HCBS – Home and Community-Based Services
- HHSA – Health and Human Services Agency
- HRA – Human Resource Agency
- JARC – Job Access and Reverse Commute
- LTC – Local Transportation Commissions
- LTF – Local Transportation Funds
- MAP-21 - Moving Ahead for Progress in the 21st Century
- MPO – Metropolitan Planning Organization
- MSA – Metropolitan Statistical Area
- OAA – Older Americans Act
- OAA Title III – Older Americans Act Support and Access Services
- OAA Title VI – Older Americans Act Title VI is about services for Native Americans
- PTA – Public Transportation Account
- PTS – Plumas Transit System
- RTC – Regional Transit Committee
- RTPA – Regional Transportation Planning Agency
- RTPA – Regional Transportation Planning Agency
- SABG – Substance Abuse Prevention-Treatment Block Grant
- SAFETEA-LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
- Section 5310 – Elderly Individuals and Individuals with Disabilities
- Section 5317 – New Freedom
- SGR – State of Good Repair
- SHA – State Highway Account
- SSBG – Social Services Block Grant
- SSTAC – Social Services Transportation Advisory Council
- STF – State Transportation Funds
- STIP – State Transportation Involvement Program
- TANF – Temporary Assistance for Needy Families
- TAP – Transportation Alternatives Program
- TDA – Transportation Development
- TE – Transportation Enhancements

1. INTRODUCTION[1]

PURPOSE OF THE PLAN

This document is an update to the 2008 Coordinated Public Transit-Human Services Transportation Plan for Sierra County. Coordinated transportation is essential to keep people linked to social networks, employment, healthcare, education, social services, and recreation. Accessing reliable transportation can be challenging for vulnerable populations, such as seniors, people with disabilities, and low income individuals. For these groups, a coordinated transportation plan is necessary to improve access, efficiency, and promote independence.[2]

According to the Federal Transit Administration (FTA), the coordinated plan should be a "unified, comprehensive strategy for public transportation service delivery that identifies the transportation needs of [three priority groups/transportation disadvantaged groups]: 1) individuals with disabilities, 2) seniors, and 3) individuals with limited incomes. This plan lays out strategies for meeting these needs and prioritizing services." The plan should be developed through a process that includes representatives of public, private, nonprofit, and human services transportation providers; members of the public; and other stakeholders.

The FTA has defined coordination of transportation services as "…a process in which two or more organizations interact to jointly accomplish their transportation objectives." The *2004 Executive Order: Human Service Transportation Coordination* called for the Secretaries of Transportation, Health and Human Services, Education, Labor, Veterans Affairs, Agriculture, Housing and Urban Development, the Interior, as well as the Attorney General, the Commissioner of Social Security and others to form an Interagency Transportation Coordinating Council to:

- Promote interagency cooperation and minimize duplication and overlap of services
- Determine the most appropriate, cost-effective transportation services within existing resources
- Improve the availability of transportation services to the people who need them
- Develop and implement a method to monitor progress on these goals

The 2008 Coordinated Plan was initially developed to satisfy requirements for the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which was signed into law on August 10, 2005. With the passage of SAFETEA-LU, agencies receiving funding from any of the three Federal Transit Administration (FTA) human-services transportation programs: 1) Elderly Individuals and Individuals with Disabilities (Section 5310), 2) Job Access and Reverse Commute (Section 5316), and 3) New Freedom (Section 5317), had to certify that the projects to be funded had been discussed in a locally

[1] Language and information from this section was taken from the 2008 Sierra County Coordinated Plan and the 2013 Coordinated Plan Update for the San Francisco Bay Area, Humboldt, and Amador Counties
[2] Language taken from *2004 Executive Order: Human Service Transportation Coordination.* Issued by George W. Bush, February 24, 2004. http://georgewbush-whitehouse.archives.gov/news/releases/2004/02/20040224-9.html

developed, coordinated public transit/human-services transportation plan. Moving Ahead for Progress in the 21st Century (MAP-21), which replaced SAFETEA-LU, was signed into law on July 6, 2012; it is the nation's key surface transportation program. Under MAP-21, only funds under the expanded Elderly Individuals and Individuals with Disabilities (Section 5310) program are subject to the coordinated-planning requirement.[3]

This plan is intended to meet the coordinated-planning requirement as well as to provide Sierra County Transportation Commission and its partners a "blueprint" for implementing a range of strategies intended to promote and advance local efforts to improve transportation for persons with disabilities, older adults, and persons with low incomes. This plan will be adopted by the Sierra County Transportation Commission so that all transportation providers within Sierra County who are eligible for FTA Section 5310 funding can apply for those funds.

UPDATE APPROACH

Updating the coordinated plan consisted of the following tasks:

- Conduct literature search
- Update elements of previous plan (demographic profile, transportation resources, etc.)
- Conduct outreach
- Process/analyze information/data collected from outreach
- Identify and prioritize solutions
- Develop coordination strategies

The 2008 Coordinated Plan was the starting point for this update. Various planning documents, minutes from meetings, such as the Transportation Commission and Social Services Transportation Advisory Council (SSTAC), coordinated plans from other counties, and other resources also shaped this update. Efforts were also made to gather input from the general public and stakeholders through outreach meetings, internet and paper surveys, phone calls, and written comments. This update is shaped by the four required elements of the coordinated plan:[4]

1) An assessment of the transportation needs for transportation disadvantaged populations (seniors, people with disabilities, and people with low incomes)
2) Inventory of existing transportation services
3) Strategies for improved service and coordination

[3] MAP-21 consolidated Section 5310 & Section 5317 programs into a single expanded Elderly and Disabled (Sec. 5310) program. MAP-21 also consolidated the Section 5311 & Section 5316 programs, but currently there is not a coordinated-planning requirement for the expanded Formula Grants for Other than Urbanized Areas (Sec. 5311) program.
[4] U.S. Department of Transportation, FTA. Circular: FTA C 9070.1G "*Enhanced Mobility of Seniors and Individuals and Individuals with Disabilities Program Guidance and Application Instructions*. Page V-2. June 6, 2014. http://www.f+ta.dot.gov/documents/C9070_1G_FINAL_circular.pdf

4) Identify priorities based on resources, time, and feasibility

Assessment of the targeted populations' transportation needs begins with a demographic profile in Section 2, existing transportation resources are reviewed in Section 3, and Sections 4 and 5 give updates on progress related to coordination of services and the priority strategies identified in the 2008 plan. The Coordinated Plan's assessment of transportation needs concludes in Section 6 with a discussion of service gaps and unmet transportation needs. Strategies, activities, and/or projects to address identified gaps between current services and needs are then examined in Section 7. Lastly, Section 8 identifies and prioritizes implementation plans for the high priority projects and strategies identified in the preceding sections. These required components of the Coordinated Plan make some sections very broad and others very specific. In addition, Section 5310 funding now requires any potential future project or strategy to be identified and included within the plan.

OUTREACH

This coordinated plan used a multitude of means to ensure participation by seniors; individuals with disabilities; representatives of public, private, and nonprofit transportation and human services providers; as well as other members of the public. Key tools and strategies to solicit information and feedback from stakeholders and the general public included:[5]

- Presentation and discussion at the Sierra County Transportation Commission on October 22, 2014 at 10:00am at the Sierraville School in Sierraville.
- Public and stakeholder workshop on October 22, 2014 at 1:00pm at the Sierraville School in Sierraville.
- Online survey on surveymonkey.com. One for stakeholders and one for the general public.
- Toll-free phone in number to make arrangements to do survey over the phone or request a hard copy of a survey to be mailed
- Hard copy of survey emailed to agencies to distribute to their community and/or clients
- Hard copies of surveys distributed at public meetings with postage paid envelopes
- Solicited written comments through email or mail

The public and stakeholder workshop was advertised by Sierra County staff contacts for this project and Business Forecasting Center consultants through emails to county agencies and non-profit organizations, flyers were distributed to different people and agencies, information was posted on the county website, and flyers were posted in various locations, such as the post office and government offices. A copy of the flyer and survey data are presented in Appendix A.

[5] Stakeholders in this report refers to agency staff for social services, transit providers, elected officials, and other individuals who work in transportation and/or with individuals with disabilities, seniors, and low income people.

MAP-21

MAP-21, which is authorized to be funded through May 2015, is a policy driven approach that focuses on transforming the framework of grant programs by consolidating certain programs and repealing others. What MAP-21 means for FTA grantees:

- Consolidated transit programs for improved efficiency
- Targeted funding increased, particularly for improving the state of good repair (SGR)
- New reporting requirements
- Required performance measures for state of good repair (SGR), planning, and safety

MAP-21 has retained many, but not all, of the coordinated planning provisions of SAFETEA-LU. For example, MAP-21 eliminated the New Freedom program as a stand-alone program and incorporated it along with the existing Section 5310 program into a new consolidated program under Section 5310 called the "Enhanced Mobility of Seniors and Individuals with Disabilities," which provides a mix of capital and operating funding for projects. While MAP-21 eliminated JARC as a stand-alone program, funding for JARC types of activities is available under FTA's urban (Section 5307) and rural (Section 5311) formula programs. The remainder of this section provides an overview of the transportation funding environment. This overview is not an exhaustive discussion on transportation funding in Sierra County, but is an initial effort to develop a comprehensive list of potential transportation funding sources. Appendix B lists some of the funding sources discussed in this narrative along with additional funding sources related to transportation and transit services. It is important to note that funding requirements and the competitive nature of receiving funds constrain the county's ability access a number of these funding sources.

FUNDING FOR PUBLIC TRANSPORTATION IN RURAL CALIFORNIA

Transportation funding in California is complex. Funding for public transportation in rural California counties is dependent primarily on two sources of funds: 1) Federal Section 5311 funds for rural areas and 2) Transportation Development Act (TDA) funds generated through California sales tax revenues. These two funding programs are described further below.

Federal and state formula and discretionary programs provide funds for transit and paratransit services. Transportation funding programs are subject to rules and regulations that dictate how they can be applied for, used, and/or claimed through federal, state, and regional levels of government. Funds for human service transportation come from a variety of non-traditional transportation funding programs, including both public and private sector sources.

Federal transit funding programs require local matching funds. Each federal program requires that a share of total program costs be derived from local sources and may not be matched with other federal Department of Transportation funds. Examples of local matches, which may be used for the local share, include state or

local appropriations, non-DOT federal funds, dedicated tax revenues, private donations, revenue from human service contracts, private donations, and revenue from advertising and concessions. Non-cash funds, such as donations, volunteer services, or in-kind contributions, may be an eligible local matching source; however, the documentation for this is extensive and usually not practical for rural agencies.

The following sections discuss different funding sources, some of which are new and some of which have been consolidated or changed from previous programs.

FEDERAL FUNDING SOURCES

FTA SECTION 5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM[6]

This program provides formula funding to increase the mobility of seniors and persons with disabilities. Funds are apportioned based on each state's share of the targeted populations and are apportioned to both non-urbanized (population under 200,000) and large urbanized areas (population over 200,000). The former New Freedom program (Section 5317) is folded into this program. The New Freedom program provided grants for services for individuals with disabilities that went beyond the requirements of the Americans with Disabilities Act (ADA). Activities eligible under New Freedom are now eligible under the Section 5310 program.

As the designated recipient of these funds, Caltrans is responsible for defining guidelines, developing application forms, and establishing selection criteria for a competitive selection process in consultation with its regional partners. State or local government authorities, private non-profit organizations, or operators of public transportation that receive a grant indirectly through a recipient are eligible recipients and sub-recipients for this funding. Projects selected for 5310 funding must be included in a local coordinated plan. The following section gives an overview of the way the funding program works:

Section 5310 Overview:

- Capital/operating/administration related projects are eligible.
- At least 55% of program funds must be used on capital projects that are public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.
- The remaining 45% may be used for any other eligible purpose, including capital and operating expenses as well as New Freedom-type projects:
    - Public transportation projects that exceed the requirements of the ADA.
    - Public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit.
    - Alternatives to public transportation that assist seniors and individuals with disabilities.
- At most, 10% is allowed for program administration.

[6] Language and information from this section was taken from the 2013 Coordinated Plan Update for Humboldt County.

Statewide Funding Formula:

- 60% to designated recipients in urbanized areas with populations over 200,000.
- 20% to states for small, urbanized areas (population under 200,000).
- 20% to states for rural areas.

Funding:

- Funds are apportioned for urban and rural areas based on the number of seniors and individuals with disabilities.
    - Federal share for capital projects, including acquisition of public transportation services is 80%.
    - Federal share for operating assistance is 50%.

The national apportionment for FTA Section 5310 in FY 2014 was over $257 million, with California receiving $28.7 million.[7]

FTA Section 5311 Formula Grant for Rural Areas[8]

The Section 5311 program provides capital, planning, and operating assistance to support public transportation in rural areas with populations less than 50,000. The Section 5311 program, as amended under MAP-21, combines the 5311 program and 5316 JARC activities into one program. The goal of the program is to:

- Enhance the access of people in non-urbanized areas to health care, shopping, education, employment, public services, and recreation
- Assist in the maintenance, development, improvement, and use of public transportation systems in non-urbanized areas
- Encourage and facilitate the most efficient use of all transportation funds used to provide passenger transportation in non-urbanized areas through the coordination of programs and services
- Assist in the development and support of intercity bus transportation

Program goals also include improving access to transportation services to employment and employment related activities for low-income individuals and welfare recipients and to transport residents of urbanized and non-urbanized areas to suburban employment opportunities.

Eligible projects under 5311 are as follows:

- Planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services.

[7] "FY Apportionment Tables." U.S. Department of Transportation-Federal Transit Administration. http://www.fta.dot.gov/12853_14875.html

[8] Language and information from this section was taken from the 2013 Coordinated Plan Update for Humboldt County and the Federal Transit Administration website (http://www.fta.dot.gov/grants/13093_3555.html)

The funds are formula based:

Rural Formulas:
- 83.15% of funds apportioned based on land area and population in rural areas
- 16.85% of funds apportioned on land area, revenue-vehicle miles, and low-income individuals in rural areas

Tribal Programs:
- $5 million discretionary tribal program
- $25 million tribal formula program for tribes providing transportation
- Formula factors are vehicle revenue miles and number of low-income individuals residing on tribal lands

Eligible Recipients:
- States, Indian Tribes
- Subrecipients: State or local government authorities, nonprofit organizations, operators of public transportation, or intercity bus service that receive funds indirectly through a recipient
- Subrecipients: States or local government authorities (for areas under 200,000 population), non-profit organizations, or operators of public transportation that receive a grant indirectly through a recipient

Toll Credit Funds in Lieu of Non-Federal Match Funds[9]

Federal-aid highway and transit projects typically require project sponsors to provide a certain amount of non-federal funds as a match to federal funds. Through the use of "Transportation Development Credits" (sometimes referred to as toll revenue credits), the non-federal share match requirement in California can be met by applying an equal amount of Transportation Development Credit, allowing projects to be funded with up to 100% federal funds for federally participating costs. Caltrans has been granted permission by the FTA to utilize Toll Credits, and in the past has made credits available for FTA Sections 5310, 5311, 5316, and 5317. At this time it is unclear whether or not Toll Credits will be made available as local match for FTA Section 5310 projects for the next funding cycle.

Non-Traditional Transportation Program Funding

Transportation Alternatives Program (TAP)

Prior to MAP-21, apportionments of Transportation Enhancements (TE)[10] were included in the State Transportation Improvement Program (STIP) for each region. MAP-21 replaced TE with the Transportation Alternatives Program (TAP) which is funded at 2% of the total of all MAP-21 programs with set-asides. TAP projects must be related to surface transportation, but are intended to be enhancements that go beyond the normal transportation project functions. Eligible activities include Transportation

[9] Language and information from this section was taken from the 2013 Coordinated Plan Update for Trinity County
[10] MAP-21 replaced TE with the Transportation Alternatives Program (TAP).

Enhancements; Recreational Trails; Safe Routes to Schools program; and planning, designing, or constructing roadways within the right-of-way of former interstate routes or other divided highways.

In September 2013, California legislation created the Active Transportation Program (ATP). The ATP consolidates existing federal and state programs, including TAP, Bicycle Transportation Account, and Safe Routes to School into a single program with a focus to make California a national leader in active transportation.[11]

STATE FUNDING SOURCES

TRANSPORTATION DEVELOPMENT ACT (TDA)[12]

The California Transportation Development Act has two funding sources for each county that are locally derived and locally administered: 1) The Local Transportation Fund (LTF) and 2) the State Transit Assistance Fund (STA).

- **LTF** revenues are recurring revenues derived from ¼ cent of the general sales tax collected statewide. The ¼ cent is distributed to each county according to the amount of tax collected in that county. TDA funds may be allocated under Articles 4, 4.5 and 8 for transportation planning projects; transit services; or for local streets and roads, pedestrian, or bicycle projects.

  Prior to approving TDA funds for purposes other than public transportation, specialized transportation, or facilities for bicycles and pedestrians, the local Transportation Commission, sometimes referred to as the Regional Transportation Planning Agency (RTPA), conducts an annual unmet transit need process which includes a public hearing and assessment of transit. Commission staff and the local SSTAC review public comments received and compare the comments to the adopted definitions to determine if there are unmet transit needs, and whether or not those needs are "reasonable to meet." Each RTPA is required to adopt definitions of "unmet transit need" and "reasonable to meet." Any unmet transit needs that are reasonable to meet must be funded before funds can be allocated for streets and roads.[13]

- **STA** are revenues derived from sales taxes on gasoline and diesel fuels. STA is allocated annually by the local transportation commissions based on each region's apportionment. Unlike LTF, they may not be allocated to other purposes. STA revenues may be used only for public transit or transportation services.

[11] "Caltrans Active Transportation Program (ATP)." http://catsip.berkeley.edu/caltrans-active-transportation-program-atp
[12] Language and information from this section was taken from the 2013 Coordinated Plan Update for Humboldt County
[13] The concept of "unmet needs that are reasonable to meet" is discussed later in this report.

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)[14]

The STIP is a biennial five year plan adopted by the Commission for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements. State law requires the California Transportation Commission to update the STIP biennially, in even-numbered years, with each new STIP adding two new years to prior programming commitments. The current structure of the STIP was initiated by SB45 in 1997. The STIP is constrained by the amount of funds estimated to be available for the STIP period in the fund estimate, which is developed by Caltrans and adopted by the Commission every other odd year. The amount available for the STIP is then constrained by formulas for regional and interregional shares per Streets and Highways Code (Sections 164, 187, 188 and 188.8). The 2014 STIP was adopted in March 2014, and the next STIP must be adopted by April 1, 2016.[15]

SOCIAL SERVICES FUNDING SOURCES[16]

This section summarizes a variety of social services funding sources. A portion the budgets for these sources are used to fund transportation services for clients, patients, and other beneficiaries.

OLDER AMERICANS ACT (OAA)

The Older Americans Act was signed into law in 1965 amidst growing concern over seniors' access to health care and their general well-being. The Act established the federal Administration on Aging (AoA) and charged the agency with advocating on behalf of Americans 60 or older. AoA implemented a range of assistance programs aimed at seniors, especially those at risk of losing their independence. Transportation is a permitted use of funds under the Act, providing needed access to services offered by the AoA, nutrition and medical services, and other essential services. No funding is specifically designated for transportation, but funding can be used for transportation under several sections of the OAA, including Title III (Support and Access Services), Title VI (Grants to American Indian Tribes), and the Home and Community-Based Services (HCBS) program.

REGIONAL CENTERS

Regional centers are nonprofit private corporations that contract with the Department of Developmental Services to provide or coordinate services for individuals with developmental disabilities. They have offices throughout California to provide a local resource to help find and access the many services available to individuals and their families. There are 21 regional centers with more than 40 offices located throughout the state. Regional Centers provide a number of support services, including transportation services. Transportation services are provided so persons with a developmental disability may participate in programs and/or other activities identified in their Individual Program Plan (IPP). A variety of sources may be used to provide transportation through public transit; specialized transportation companies; day programs and/or

[14] Language and information from this section was taken from the 2014 Report of STIP Balance County and Interregional Shares

[15] Language and information from the 2016 STIP Guidelines Workshop Summary document. Found here: http://www.catc.ca.gov/programs/STIP/2016_STIP/Final_2016_STIP_Guidelines_Workshop_3_091214_Meeting_Summary_and_Notes.pdf.

[16] Language and information on social service funding was found through various government documents (i.e. Health and Human Services), information from key contacts, AARP, the 2008 Coordinated Plan, and other internet sources.

residential vendors; and family members, friends, and others. Transportation services may include help in boarding and exiting a vehicle as well as assistance and monitoring while being transported.[17]

MEDI-CAL

Medi-Cal is California's health care program for low income children and adults. Medi-Cal will provide assistance with expenses for non-emergency medical transportation trips for individuals who cannot meet their needs through public transit or private transportation. The transportation provider apply to the California Health and Human Services Agency to participate as a provider in the Medi-Cal program.

TITLE XX SOCIAL SERVICES BLOCK GRANT (SSBG) (DEPARTMENT OF SOCIAL SERVICES)[18]

The Social Services Block Grant (SSBG) is a flexible source of funds that states use to support a wide variety of social service activities. SSBGs support programs that allow communities to achieve or maintain economic self-sufficiency to prevent, reduce, or eliminate dependency on social services. SSBGs fund a variety of initiatives for children and adults, including transportation services.

COMMUNITY SERVICES BLOCK GRANT (CSBG) (DEPARTMENT OF COMMUNITY SERVICES & DEVELOPMENT)

The Community Services Block Grant is designed to assist low income persons through different services: employment, housing assistance, emergency, nutrition, and health services. All states, territories, tribal governments, and migrant and seasonal farm workers' agencies are eligible for this funding. Portions of these funds can be used to transport participants of these programs to and from employment sites, medical appointments, and other necessary destinations.

CONSOLIDATED HEALTH CENTER PROGRAM (BUREAU OF PRIMARY HEALTH CARE)

The Consolidated Health Center Program funds are used to support health centers that provide primary and preventative health care to diverse and underserved populations. Centers provide care at special discounts for people with incomes below 200% of the poverty line. Health Centers can use funds for patient transportation through center-owned vans, transit vouchers, and taxi fares. Eligible organizations include community-based organizations, including faith based organizations that contribute to patients' health care.

COMMUNITY MENTAL HEALTH SERVICES BLOCK GRANT (CENTER FOR MENTAL HEALTH SERVICES STATE PLANNING BRANCH)

This program supports improved access to community-based healthcare for people with serious mental illnesses. Grants are awarded for both the health services and supporting services, including the purchase and operation of vehicles, to transport patients to and from appointments. Additionally, funds can be used to reimburse those able to transport themselves. There is no matching requirement.

[17] Language and information from the Department of Developmental Services page on Regional Centers. Found here: http://www.dds.ca.gov/RC/Home.cfm

[18] "Social Service Block Grant: Background and Funding." Congressional Research Service. http://fas.org/sgp/crs/misc/94-953.pdf

Substance Abuse Prevention & Treatment Block Grant

The Substance Abuse Prevention and Treatment Block Grant (SABG) Program was authorized by Congress to provide funds to states, territories, and one Indian Tribe for the purpose of planning, implementing, and evaluating activities to prevent and treat substance abuse. It is the largest federal program dedicated to improving publicly-funded substance abuse prevention and treatment systems.[19] Funds may be used to support transportation-related services such as mobility management, reimbursement of transportation costs, and other services. There is no matching requirement for these funds.

Child Care & Development Fund (Administration for Children & Human Services)

This program provides subsidized child care services to low income families. Part of these funds may be used to pay for transportation services provided by child care providers. This can include driving the child to and from appointments, recreational activities, and more. Funds may be used to provide voucher payments for transportation needs. Eligible recipients include states and recognized Native American tribes.

Developmental Disabilities Projects of National Significance (Administration for Children and Families)

The purpose of this program is to promote productivity, independence, inclusion, and integration into the community of persons with developmental disabilities. This program also supports national and state policy that enhances these goals. Projects are awarded for programs that are considered innovative and likely to have significant national impacts. This funding can be used towards the training of personnel on transportation issues pertaining to mental disabilities as well as the reimbursement of transportation costs. Matching requirements vary by funding opportunity announcement. Any state, local, public or private non-profit organization, or agency may apply for these grants.

Head Start (Administration for Children and Families)

This program provides grants to local public and private agencies to provide comprehensive child development services to children and families. These programs generally provide transportation services for children who attend the program either directly or through contracts with transportation providers. Program regulations require the Head Start makes reasonable efforts to coordinate transportation resources with other human services agencies in the community.

Temporary Assistance to Needy Families (TANF)/CalWORKs

CalWORKs is also referred to as TANF, which is the name of the federal program that funds CalWORKs. Recipients are required to participate in activities that assist them in obtaining employment. Supportive services, such as transportation and childcare, are provided to enable recipients to participate in these activities. State and federally recognized Native American tribes as well as those families eligible as defined in the TANF state plan can receive this funding.

[19] "Fact Sheet: Substance Abuse Prevention and Treatment Block Grant." http://beta.samhsa.gov/sites/default/files/sabg_fact_sheet_rev.pdf

Community Development Block Grants (CDBG)[20]

Community development block grants are funds from the federal Department of Housing and Urban Development that are given to the state to disseminate among all eligible counties and local governments. The CDBG program works to ensure decent affordable housing, to provide services to the most vulnerable community members, and to create jobs through the expansion and retention of businesses.

The annual CDBG appropriation is allocated between States and local jurisdictions called "non-entitlement" and "entitlement" communities, respectively. Entitlement communities are comprised of central cities of Metropolitan Statistical Areas (MSAs); metropolitan cities with populations of at least 50,000; and qualified urban counties with a population of 200,000 or more (excluding the populations of entitlement cities). States distribute CDBG funds to non-entitlement localities not qualified as entitlement communities.

Other Sources

This section summarizes a number of other sources of transportation support.

Private and Non-Profit Foundations

Many small agencies that target low-income, senior and/or disabled populations are eligible for foundation grants. Typically, foundation grants are highly competitive and require significant research to identify foundations appropriate for transportation of the targeted populations.

Service Clubs and Fraternal Organizations

Organizations such as the Rotary Club, Soroptomists, Kiwanis, and Lions often pay for special projects. For transportation, they might pay for or help contribute toward the cost of a new vehicle or bus shelter.

AB 2766 Vehicle Air Pollution Fees

California Assembly Bill 2766 allows local air quality management districts to level a $2 to $4 per year fee on vehicles registered in their district. These funds are to be applied to programs designed to reduce motor vehicle air pollution as well as towards the planning, monitoring, enforcement, and technical study of these programs. Across the state, these funds have been used for local transit capital and operating programs.

Traffic Mitigation Fees

Traffic mitigation fees are one-time charges on new developments to pay for required public facilities and to mitigate impacts created by or reasonably related to development. There are a number of approaches to charging developers; these fees must be clearly related to the costs incurred as a result of the development with a rational connection between fee and development type. Furthermore, fees cannot be used to correct existing problems or pay for improvements needed for existing development. A county may only levy such fees in the unincorporated area over which it has jurisdiction, while a city must levy fees within the city limits. Any fee program must have the cooperation of all jurisdictions affected.

[20] "Community Development Block Grant Program-CDBG." U.S. Department of Housing and Urban Development. http://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/communitydevelopment/programs

ADVERTISING

One modest source of funding for transit services is on-vehicle advertising. Given the general improvement in the economy, it may be fruitful for local transit agencies to enhance their efforts to pursue an advertising program that could lead to discretionary revenue. However, it is important to consider that managing an advertising program requires staff time and can potentially overload vehicle aesthetics with excessive advertising.

CONTRACT REVENUES

Transit systems can also generate income from contracted services. Social service providers, employers, higher education institutions, and other entities may contract with local transit services. These contracted revenues can form important funding streams for local transit service agencies. This may involve subsidizing dedicated routes or contributing funds to the overall transit system.

EMPLOYER AND MEMBER TRANSPORTATION PROGRAMS

Businesses and other local agents with workers, visitors, and/or members with transportation needs are sometimes willing to provide transportation to fill their needs. This may not be limited to employment sites but could also include transportation to recreational activities, shopping destinations, and medical appointments. These programs have their own buses and routes that may involve coordination of their transportation efforts with other transportation programs and services. Examples include some vacation resorts or tribal casinos that provide multi-purpose transportation services.

IN-KIND

In-kind contributions can take many forms. Donations can range from financial contributions to the donation of a vehicle, a transit bench, and right of way for bus stops as well as contributions by local businesses in the form of featuring transit information and/or selling transit tickets.

2. Demographics Profile

Description And Demographic Summary[21]

Sierra County is located in the Sierra Nevada foothills and mountain range. The County, which borders the state of Nevada as well Plumas, Nevada, and Yuba Counties in California, has a land area of 953 square miles with a population density of 3.4 people per square mile as of the 2010 Census. The topography of Eastern Sierra County is dominated by the Sierra Valley, an area known for cattle ranching and farming. The Sierra Valley accounts for one tenth of the county's total acreage and over half of the county's population.

The mountainous terrain and limited accessibility cause Sierra County to be relatively isolated; Sierra County is California's second least populated county. The City of Loyalton is the only incorporated city in the county, while the county seat is in Downieville. Slow population growth and development mark the history of Sierra County following the end of the gold rush era of the mid-1800s. Forestry products, livestock, and field crops are the leading commodities produced in the region. Recreation and tourism are becoming more important to the economy as natural resource productions are in decline.

[21] The language and information from this section were taken from Sierra County's 2008 Coordinated Plan-Human Services Transportation Plan and 2014-2015 Overall Work Plan (Local Transportation Commission)

FIGURE 1 SIERRA COUNTY POPULATION DENSITY MAP: CENSUS 2010

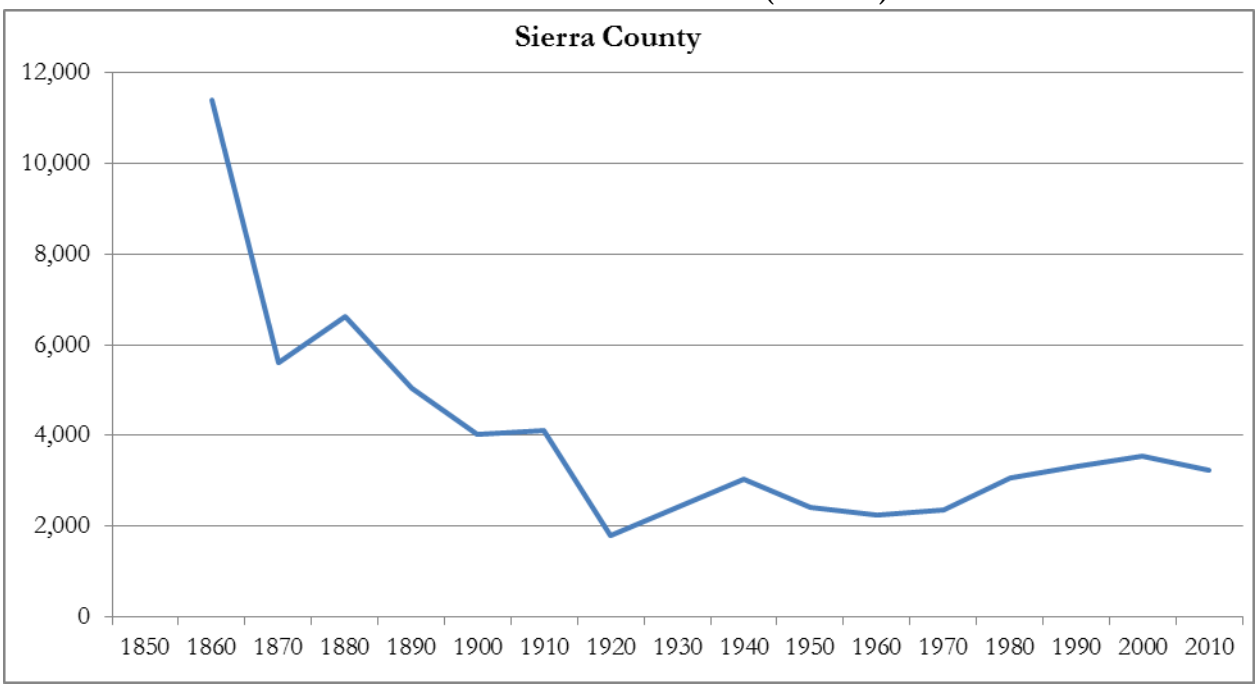
Source: Business Forecasting Center

COUNTY DATA

Nationwide, transit system ridership is drawn largely from various groups of persons who make up what is often called the "transit dependent" population. This category includes elderly persons, persons with disabilities, low-income persons, and members of households with no available vehicles. These groups have also been described as transportation disadvantaged. There is overlap among these groups. For example, a senior may also have a disability and have a low income.

Figure 2 and Table 1 below provide some population characteristics, including details of the key demographic groups for this report: seniors, individuals with disabilities, and low income residents. For comparison, the total population and percent of these demographic groups is also presented for California as a whole. [22] Using California's Department of Finance population projection data between 2010 and 2060, Sierra County's population will increase approximately 8.8% for the population under the age of 65 (see Table 2).

FIGURE 2 POPULATION TRENDLINE IN SIERRA COUNTY (1860-2010)



Source: California State Data Center, Historical Census Populations of California, Counties, and Incorporated Cities, 1850-2010

[22] Data from the State of California's Department of Finance is also referenced in this section. Note that the data from the U.S. Census Bureau and Department of Finance slightly differ from one another because of years the data represent as well as differences in the sources of data and methodology of calculation.

TABLE 1 BASIC POPULATION CHARACTERISTICS

Area	Total Population	% of state population	% persons aged 65+	% persons w/ disability	% poverty level
United States	311,536,594	-	13.4%	12.1%	15.4%
California	37,659,181	-	11.8%	10.1%	15.9%
Sierra	3,127	0.01%	20.7%	20.3%	19.4%

Source: U.S. Census Bureau: American Community Survey (ACS), 2013 5-Year Estimates

Low-Income Residents

According to American Community Survey (ACS) 2013 5-Years Estimates, 19.4% of the population in Sierra County for whom poverty status is determined live below the poverty level. The ACS determines poverty status for different age, race, and gender groups. Sierra County's poverty rate is higher than the state and national average.

People with Disabilities[23]

According to the American Community Survey (ACS) 2013 5-Year data, 20.3% of the non-institutionalized population of Sierra County population has a disability. Sierra County's population with disabilities is higher than the state (10.1%) and national (12.1%) rates. Those disabled between the ages of 18 and 64 are more likely to have an ambulatory, cognitive, and independent living difficulties. The three leading disability issues for those 65 and older who are disabled are hearing, ambulatory, and independent living difficulties.[24]

These disability statistics, which cover six disability types, were produced based on questions introduced to the ACS in 2008.[25] Because of changes in questions, one must be cautious when comparing previous Census and ACS disability data as the questions were different.

Older Adults

To better understand how the older adult population in Sierra County is changing, refer to Table 2. Table 2, which is from the California's Demographic Research Unit, shows the total number of older adults (65 and older) in 2010 along with projections for other age groups for every decade until 2060. As is the case nationwide, the population in Sierra County is aging; however, Sierra County has a higher rate than the U.S. and California.

[23] "Disability." ACS. https://www.census.gov/people/disability/methodology/acs.html
[24] The percent figures for the six disability areas were sorted from highest to lowest. The top three numbers were selected for discussion.
[25] For more information, please visit the Census Bureau's page on Disability and American Community Survey at https://www.census.gov/people/disability/methodology/acs.html

In 2010, 20.8% of Sierra County's population was age 65 or older. Between 2010 and 2030, the number of people 65 and older overall is expected nearly double, and by 2040 it is estimated that approximately 37.7% of the county will be a senior citizen. According to the U.S. Census Bureau's American Community Survey's 2013 5-Year Estimates data, 38.5% of the non-institutionalized population in Sierra County that is 65 and older has a disability.

TABLE 2 POPULATION PROJECTIONS FOR SIERRA COUNTY

Age Group	2010	2020	2030	2040	2050	2060	Population Change 2010-2060
Under 65	2,558	2,062	1,898	2,152	2,465	2,782	8.8%
65-74 (Young Retirees)	399	624	609	475	420	439	10%
75-84 (Mature Retirees)	204	265	478	520	395	354	73%
85+ (Seniors)	69	83	140	305	355	302	337%
Total Pop: Age 65+	672	972	1,227	1,300	1,169	1,095	62.9%
% Older Adults	20.8%	32.0%	39.3%	37.7%	32.2%	28.2%	

Source: State of California, Department of Finance, State and County Population Projections by Major Age Groups, January 2013

3. Existing Transportation Resources

This section discusses the transportation resources in Sierra County.

Social Service Transportation[26]

Sierra County has no public fixed-route transit service, but two non-profits (Golden Rays and Incorporated Senior Citizens) offer demand response and scheduled services to seniors, persons with disabilities, and the general public. Incorporated Seniors of Sierra County serves people in eastern Sierra County, while Golden Rays Seniors serves people in western Sierra County. Both are non-profit organizations providing a broader range of services for older adults and persons with disabilities. A minimum of three passengers is required for a scheduled trip operated by either the Incorporated Seniors Citizens of Sierra County or the Golden Rays; however a special trip will be made for one passenger if the destination is a medical appointment.[27] Approximately 70 one way trips per week are provided between both organizations.

Golden Rays of Sierra County, Inc. /Western Sierra Residential Center

Golden Rays Seniors, which is based in Downieville, provides demand response and scheduled services in western Sierra County with one 9-passenger and one 6-passenger van, both of which are wheelchair accessible. Transportation services are primarily used by older adults and persons with disabilities but is also available to the general public.

There is service 5 days a week with a couple of scheduled monthly visits out of Sierra County. Scheduled trips include two trips a month to Reno, Grass Valley, and Nevada City. Golden Rays also provides regularly scheduled trips for the Lions Club, Women's Republican Club, and to the Sierra Daycare Center. Frequent demand response trips are made in-town (Downieville) but a significant number of trips are out-of-town, including Reno, Grass Valley, Nevada City, Sierra City, and less frequently to Sacramento, Marysville, and Yuba City. The most common purposes are for medical trips. Other trips are for shopping and funeral services. Golden Rays currently does not provide weekend service.

Fares vary by destination and is by donation for older adults (55 years or older) or for persons with disabilities, with most riders paying the fare. The fare is not optional for the general public.

Incorporated Senior Citizens of Sierra County/Loyalton Senior Center

In the eastern portion of the county, Incorporated Senior Citizens operates their services with one 9-passenger and one 6-passenger van, both of which are wheelchair accessible. This organization offers demand response and scheduled services in eastern Sierra County and out-of-county service. Older adults and persons with disabilities have priority, but the service is also open to the general public.

[26] Language and information from this section was taken from Sierra County 2008 Coordinated Plan, Sierra County's 2010 Regional Transportation Plan, and internet sources.
[27] Sierra County Regional Transportation Plan (2010)

Scheduled service includes a weekly trip to Reno and two to three recreational trips per month to various locations. Service to Loyalton is provided on an as-needed basis for medical trips to the clinic or pharmacy, to the grocery store, post office, or to the Senior Center. Transportation is provided to the Eastern Plumas Hospital's Skilled Nursing Facility.

Other destinations include Portola, Truckee, Graeagle, Downieville, and Quincy. Transportation is also provided to Downieville, mainly for medical and court purposes. Medical trips to Auburn, Sacramento, and South Lake Tahoe are made in addition to trips to the Sacramento airport. Frequent trips are made to the new Truckee cancer center. Over 50% of the Loyalton Senior Center trips are for medical purposes.

SCHOOL BUS SERVICES

A third party contractor provides transportation for students residing in the west side of Sierra County, while the school district provides bus service to the east side of county with buses that are leased from the Plumas County School District.

SIERRA COUNTY HEALTH AND HUMAN SERVICES

The Mental Health and Drug and Alcohol division of the Sierra County Health and Human Service Agency in Loyalton has a Transporter Program for its clients. Part-time drivers are hired by the County and paid by the hour to transport clients to necessary services in four County pool cars. The cars are shared by Social Services and Welfare-to-Work clients as well. When the therapist signs an authorization, clients can receive trips to court appointments, doctors, and specialized programs to treat illness. About 20 clients regularly need this service. The Transportation Coordinator assigns the trips with the goal of combining clients who need to go to the same city on the same trip. However, the cars are not equipped to handle wheelchairs.

Examples of typical trips are to bring clients to Downieville for a court appointment or bring clients in outlying communities to Loyalton for services at the mental health clinic. Out-of-county trips are to Reno, Quincy, Portola, Truckee, Auburn, and occasionally to the University of California for medical services in Sacramento. Because the trips can take 45 minutes to an hour one way, clients who travel together may need to spend time before or after their appointments waiting for others from the pool car to finish. In addition, a driver makes a weekly run to a pharmacy in Truckee to pick up and deliver medications for prescriptions phoned or faxed to the pharmacy from therapists. Using the Truckee pharmacy instead of the pharmacy in their home town helps protect the privacy of clients. If applicable, clients who also need services in Truckee are assigned to the pharmacy run vehicle.

Because of liability concerns, the County does not allow the general public to ride in the pool cars along with clients nor are therapists allowed to transport clients in their private vehicles. The agency does not have a specific line item for transportation, but absorbs the cost within its overall budget.

PRIVATE TRANSIT PROVIDERS

There are no private taxi services in Sierra County. The closest taxi companies are in the cities of Grass Valley, Nevada City, Truckee, and Reno. There are a couple of shuttle services serving the tourism/recreational industry.

DOWNIEVILLE OUTFITTERS

Downieville Outfitters is a bike shop that sells and rents bikes and other merchandise, offers repair services, and runs a number of shuttles, which take bikers uphill to trails for recreational activities. The business also operates during winter and offers services for skiers and snowboarders.

YUBA EXPEDITIONS

Yuba Expeditions also serves the mountain biking community in Downieville. In addition to running a bike shop, Yuba Expeditions also runs shuttle service to high-mountain trails.

INTERREGIONAL TRANSPORTATION SERVICES

AMTRAK

Although there is no direct service in Sierra County, there are Amtrak train and/or bus services in Reno and Truckee.

GREYHOUND

Although there is no direct service in Sierra County, there is a Greyhound station in Reno.

PLUMAS TRANSIT SYSTEM (PTS)

Plumas County Transit provides fixed-route service, serving the communities of Portola, Quincy, Graeagle, and Chester. Deviated fixed-route service is also available for persons with disabilities. Although PTS doesn't directly serve Sierra County, Sierra County residents can make a connection in Portola with the help of other transportation services.

NEVADA COUNTY

Sierra County isn't directly served by Nevada County services, but Sierra County residents can make connections to services once they arrive in the County with the help of other services. Gold Country Stage provides fixed-route services in Nevada City and Grass Valley and extending to North San Juan, which is approximately thirteen miles from the Sierra County line. Demand response service is also provided in Nevada County by Gold Country Telecare.

In Truckee, fixed-route service is provided by Truckee Trolley, and demand-response service is provided by Truckee Dial-A-Ride

RENO, WASHOE COUNTY, NEVADA

Sierra County residents can utilize different transportation options in Reno once they arrive there with the help of another services. Reno has an extensive bus system called RTC RIDE, with its main terminal in downtown Reno and secondary terminals in Sparks and at Meadowood Mall in south Reno. RTC ACCESS provides paratransit services for persons with disabilities and older adults. RTC INTERCITY buses link Reno and Carson City.

4. COORDINATION OF SERVICES

A Consolidated Transportation Service Agency (CTSA) is an organization or agency that provides coordinated transportation services, information/resources to the public, and technical assistance to community and specialized transportation providers. CTSAs were made possible by California legislation, the 1979 Social Service Transportation Improvement Act, also called AB 120**.** Seeking to facilitate the coordination of social service transportation services that were often times inefficient and duplicative, the Social Service Transportation Improvement Act allowed for the designation of CTSAs in each of California's counties. Agencies authorized to make such designations include:

- county transportation commissions (CTCs)
- local transportation commissions (LTCs)
- regional transportation planning agencies (RTPAs)
- metropolitan planning organizations (MPOs)

CTSAs present riders with a range of mobility options by coordinating various transportation providers and social service agencies. Coordination with multiple providers enables CTSAs to increase the availability and cost-effectiveness of specialized transportation services, attempt to prevent service duplication, and improve the quality and utilization of services. CTSAs also work to increase public awareness of specialized transportation options.[28] Some of the objectives of coordinating transportation include identifying opportunities to reduce duplication of services by comingling clients from various agencies, allowing agencies to share vans, and providing information about where all of the existing services are operating and when they operate so agencies can attempt to schedule different types of clients on vehicles that are serving the same destinations.

While most rural counties have a designated CTSA, many CTSAs may not have the capacity to fully carry out tasks associated with coordination often as a result of limited resources (i.e. staff, time, and money) and dealing with the realities of providing services in a rural county.

SUMMARY OF COORDINATION ISSUES RAISED IN THE 2008 PLAN [29]

This section will summarize the findings related to coordination of services from the 2008 Coordinated Plan. Coordinating transportation isn't really feasible in a county like Sierra County. For example, two primary transportation providers: the Senior Centers in Downieville and Loyalton cannot always coordinate services because they are approximately 50 miles apart and each serves a different part of the county. Also, Plumas County Transit operates as far as south as Graeagle and Portola, making connections and transfers difficult.

[28] Language and information from this section was taken from the 2013 Coordinated Plan Update for the SF Bay Area.
[29] The information from this section is from Sierra County's Human Coordinated Public Transit Human Services Transportation Plan from 2008.

In the past, efforts were made to coordinate Sierra County transit services with adjacent county transit services but efforts resulted in little success.

BARRIERS TO COORDINATION

The following barriers to coordination were identified by the Sierra County 2008 Coordinated Plan:

- **Funding and Regulatory Challenges:** Agency funding and regulatory restrictions were identified as key barriers to coordination. For example, Health and Human Services Agency (HHSA) could not transport members of the public in its vehicles due to liability insurance restrictions, even if there was space available. In a county with few resources, an existing publicly-funded program was essentially unavailable to the general public. In addition, coordinating with different jurisdictional entities and levels of government inside and outside the county also presents a number of challenges.

- **Insurance Concerns**: Insurance concerns for volunteer driver programs were also a barrier to coordination for senior centers and service clubs who had willing volunteers. These organizations were reluctant to sponsor programs without some assurance that their involvement would be protected from lawsuits if an individual volunteer driver, covered only by his or her own insurance policy, were to be in an accident.

- **Geography:** Geographic complexity is a major barrier to coordination. The population centers in Loyalton and Downieville are separated by approximately 50 miles along the winding roadway of Highway 49, which can be particularly difficult to navigate in the winter. Smaller communities off Highway 49 are even more isolated. Cell phone reception is non-existent over large portions of the road. Even though land line communication is good, the physical separation in the county makes coordination a challenge.

  Also, county boundaries weave in and out in this part of the state. For example, to transport residents to services in the Nevada City/Grass Valley area of Nevada County, Golden Rays must pass first through Yuba County. To get to services in Reno, Incorporated Seniors must pass first through Plumas County and eastern Lassen County.

DUPLICATION OF SERVICES

According to the 2008 Coordinated Plan, there was no service duplication in Sierra County.

CONTEMPORARY [2014] COORDINATION UPDATES

While there are currently a few transportation services available to people with lower incomes, seniors, and persons with disabilities in the region, gaps in service remain due to issues like geography, limitations in

existing services, program/funding constraints, eligibility limitations, and gaps in knowledge by both the public and stakeholders about existing services.

SUCCESSES/PROGRESS IN COORDINATION SINCE 2008

Geography, small and dispersed population size, and isolated communities make transportation coordination challenging. The barriers identified in the 2008 Coordinated Plan continue to be barriers today. The geography, terrain, and rural nature of a place cannot be easily changed as these things are inherent and characteristic of a place. Large engineering and infrastructure projects can change landscapes and improve connectivity but this is not always feasible or desirable.

Addressing funding constraints and regulatory challenges and issues is beyond the scope of Sierra County as funding amounts and many of the regulations are determined by state and federal policies and procedures. Transportation providers and other stakeholders continue to apply for funds to maintain, improve, and strengthen services, but grant applications do not always result in funding.

BARRIERS TO COORDINATION IDENTIFIED BY STAKEHOLDERS AND THE PUBLIC

Barriers identified in the last coordinated plan are still issues today for Sierra County. Some of these and other issues and barriers to coordination and providing transportation services are discussed more in detail below.

- **Resource Constraints**

The most significant barrier to increased coordination and mobility was identified as the lack of resources (staff, funding, time, and equipment) to pursue such activities. Coordination requires leadership, which requires resources. Also, because rural counties often do not have the large number of public and private agencies that can share resources, coordination opportunities can be limited simply by the number of organizations operating within the region. A lack of software/technology or incompatibilities with software/technology prevent sharing of scheduling and dispatching, client eligibility data, and reports.

- **Rules, Restrictions, Regulations**

Coordinating transportation for different parties is difficult because of the following issues:

  - Different client eligibility requirements prohibit clients from different groups to share transportation services for different reasons
  - Inter-county and intra-county jurisdictional issues
  - Different agencies with different requirements for driver screening, training and licensing, and vehicle safety
  - Liability/insurance issues
  - Privacy requirements, such as HIPPA, prevent sharing client information
  - Reporting requirements that vary for federal, state, and local funding sources

- Various eligibility requirements to apply for funding sources

- **Logistics**

Just the very task of coordinating transportation requires time and leadership. In addition, the following other logistical issues emerge as barriers to coordination:

- Social service agencies typically provide programs and services to a very discretely defined client population. Often the unique needs of the client population are such that they cannot be co-mingled with other passengers because social or behavioral problems may result.

- Some agency clients' needs are so specific, coordination efforts were difficult to impossible to achieve. These agencies respond by providing services that tend to be very limited in scope, focusing on getting clients to programs or appointments, etc.

- Scale: Small and spread out population makes provided services resource intensive. In addition, some funding sources may not be compatible together (i.e. 5310 and 5311).

DUPLICATION OF SERVICES

Because of limited resources and the county's small size, there are no duplication of services at this time.

5. Progress on the 2008 Priority Strategies

This section summarizes the priority strategies identified in the 2008 Coordinated Plan with comments on their progress. Section 7 will identify the new priority strategies moving forward from this Coordinated Plan update.

Highest Ranked Strategies and Five Year Progress

Summary of High Priority Strategies Identified In 2008 Coordinated Plan

The following are the high priority strategies that were identified in the 2008 Coordinated Plan:

1. **Mobility Manager**

It was recommended that Sierra County consider applying for funding from JARC, New Freedom, or Section 5310 funds for a Mobility Manager. The Mobility Manager would be a full or part-time staff position housed in an existing agency to oversee local coordination efforts. The Sierra County Department of Transportation was considered to be an appropriate organization to house this position because it is an umbrella agency with planning responsibilities. Other stakeholder agencies, such as the senior centers in Downieville and Loyalton, were identified to have the capacity to take on this role.

Responsibilities of this staff position could include implementation of several of the projects such as:

- Staffing a One-Stop Transportation Call Center
- Managing a ride board and other carpool programs
- Finding sponsors for a Basic Automobile Maintenance Program
- Assisting Golden Rays and Incorporated Seniors in coordinating schedules with other transit providers in nearby counties
- Writing grants and seeking funding

The proposed duties of the Mobility Manager have to the potential to address other strategies and help address unmet transportation needs in the community.

2. **Timed transfer between Golden Rays and Incorporated Seniors**

It was found there was no public transportation between the eastern and western halves of Sierra County. A timed transfer between Golden Rays and Incorporated Seniors at a mid-point, such as Sierra City or Sierraville, could extend residents' travel opportunities and help unify the County's population.

The two transit operators would need to review their passengers' travel needs and, perhaps, survey them to determine the optimum times of day to create the transfer. Funding would be needed for the extra driver time, fuel, and maintenance required for these additional trips. The project could be eligible for JARC and New Freedom funding since it would be an enhancement to public transit and would create mobility

coordination. Both organizations would need to make two round trips to bring people to the transfer point and to return them home later in the day.

3. Volunteer Driver Program

In a county as sparsely populated as Sierra County, fixed-route transit is not cost-effective or practical. However, a volunteer driver program was viewed as a good fit for increasing mobility in a cost-effective manner. A non-profit organization, church, service club, or social service agency could organize volunteer driver programs or rideboards.

It was proposed that volunteer driver programs could have riders reimburse the driver's mileage costs, while a fund could also be created to help low income individuals pay their drivers. If a service club took on this role, the members could contribute to a mileage fund as a service project. Alternatively, a Mobility Manager could organize the program, seek reimbursement funding, and manage the reimbursement program. The Sierra County Department of Transportation could help identify a lead agency, which would be the first step towards implementation.

4. Apply for a Vehicle to Serve the General Public

Seniors citizens and people with disabilities received priority in services provided by Incorporated Seniors and Golden Rays. Although Incorporated Seniors had a one van that could serve the general public on a non-priority basis, Golden Rays did not. Golden Rays was interested in applying for a small four-wheel drive vehicle that could serve the general public without the limitation of giving priority to seniors and people with disabilities.

This strategy had the potential to address needs and gaps such as providing transportation school, work, medical appointments, and grocery shopping trips. Golden Rays was planning to seek grant funds to procure a modified mini-van with two wheelchair positions. Sierra County identified Section 5311 funds and Proposition 1B funds as possible grant sources for this strategy.

PROGRESS IN PRIORITY STRATEGIES AND OTHER RELATED UPDATES

Since the 2008 Coordinated Plan, Sierra County's high priority strategies from the last coordinated plan have not been addressed. However, in March 2014, the Sierra County Transportation Commission authorized the writing of an application to apply for funding through the PTMISEA program for the purchase of two transit vans

6. Service Gaps and Unmet Transportation Needs

This section discusses service gaps and unmet transportation needs in Sierra County. This collection of unmet needs were generated through stakeholder engagement, input from the public, Sierra County's 2008 Coordinated Plan, planning documents, and local government meeting minutes (i.e. SSTAC).

Key Origins and Destinations[30]

Residents in the eastern and western halves of Sierra County have quite different orientations in their travel patterns. The following are some key travel patterns:

- Residents travel outside the county to Portola, Truckee, Quincy, and Reno for shopping, recreation, and other personal trips.
- Medical trips are to Truckee, Grass Valley, Nevada City, and Reno.
- There are no regular connections to the western county in Downieville and its surrounding areas. In Downieville, the majority of the trips are local, and a significant amount of the ridership is from the general public.
- Local trips include going to church, social events, and shopping.
- Golden Rays will provide transportation on occasion to the Sacramento airport, Marysville, and Yuba City. The Lions Club and the Women's Republican Club receive supplemental transportation services for their events and meetings.
- Some residents may travel farther to Reno to access more affordable goods and services

Sacramento's Area Council of Government's (SACOG) 2011 "Outreach and Analysis of Transit Dependent Needs in the Region" provides some insight about transportation issues for transit dependent populations. While the SACOG region is different than Sierra County in many ways, the SACOG region does include rural communities. According to the report, SACOG worked with regional transit operators, the Community Services Planning Council, Capitol Community Health Network, county information and referral services, service providers, program clients, environmental justice focus group participants, and community members throughout the region to identify essential destinations (also referred to as "lifeline" destinations) for transit dependent populations. These "lifeline" destinations included:

- Medical facilities, including hospitals and clinics serving low-income patients

[30] Language and information from this section was taken from the 2008 Sierra County Coordinated Plan

- Homeless services
- Food banks and meal programs
- Public assistance program offices such as WIC, CalWORKS, food stamps, Medi-Cal, Social Security Administration, and Veterans Administration
- Community-based veteran, disability, mental health and social/human service agencies
- Other key public offices, like courts, parole, libraries, and post offices
- Adult education, rehabilitation, job training, and employment services
- Large subsidized day care centers
- Public schools, colleges, universities, and community colleges[31]

EVALUATION CRITERIA

This section discusses service gaps and unmet transportation needs in Sierra County. This collection of unmet needs was generated through stakeholder engagement, input from the public, Sierra County's 2008 Coordinated Plan, planning documents, and local government meeting minutes (i.e. SSTAC).

The Transportation Development Act's (TDA) view on unmet needs influenced one of the ways this report looks at unmet needs and issues. According to the TDA, prior to allocating LTF funds to streets and roads, rural counties are required to hold a minimum of one public hearing to receive comments on unmet transit needs that may exist and that might be reasonable to meet. Regional/local planning agencies are responsible for defining both "unmet transit needs" and "needs that are reasonable to meet." These definitions are used by local Social Services Technical Advisory Councils (SSTACs) in recommending transportation services to the local transportation commission. The following passages are portions of definitions from the Sierra County Transportation Commission:

- **Unmet transit needs:** A lack of available transportation-related services supported by adequate and reasonable findings which restrict or prevent movement of people within Sierra County as identified in the Regional Transportation Plan. Due to Sierra County's geographical diversity, the cost of transit services are much higher than in an urban setting, insufficient funding and constrictive funding parameters are a need that has been identified as an unmet need. Priority shall be given to persons with disabilities and the elderly (defined as age fifty-five and older) who do not have available transportation or transit, due to physical or financial reasons, and to levels of local services not presently provided or which are not provided at a desirable level.

- **Reasonable to Meet:**

a) Any transportation service that offers equitable access to all persons including the young, economically disadvantaged, elderly and disabled, that when evaluated against such criteria as equity,

[31] Language and information was taken from SACOG's "Lifeline Transit Study." Found here: http://www.sacog.org/transit/lifelinetransitstudy.cfm

timing, feasibility, economy, community acceptance and cost effectiveness, that service can generate the required 10% fare box recovery match.

b) A transportation system, that when implemented, meets a ten percent (10%) fare box return and does not exceed a yearly total operating cost in TDA funds of $98,000.00. This amount is the total programmed by Sierra County Transportation Commission for operational assistance to Golden Rays Senior Citizens Inc. van program ($49,000.00) and Inc. Senior Citizens of Sierra County ($49,000.00).[32]

GAPS, CHALLENGES, AND UNMET TRANSIT NEEDS[33]

It is not uncommon in rural counties for trips from home to the doctor, the grocery store, or work to be dozens of miles. The distance between where people are and where they want or need to travel can make providing transportation difficult.[34] This section will give an overview of gaps in service and unmet transit needs; the findings are from the 2008 Coordinated Plan, SSTAC minutes, and results from the data collection and outreach process from the 2014 Coordinated Plan Update.

The following gaps in service/unmet needs were found in Sierra County:

Increased Connectivity/Service Areas
Dispersed people and places make providing transportation inside and outside the county difficult, contributing to limited travel opportunities. Stakeholders also identified a lack of a connection between the two halves of the county. For example, people from Loyalton would like to attend Western Sierra Medical Clinic in Downieville for their medical needs and would be able to access other parts of Sierra County for different events and opportunities, such as applying for building permits, Board of Supervisors meetings, and/or recreational activities. Mental health clients from the western half of the county also need transportation to services in Loyalton. Other common destinations for trip requests include Downieville, Reno, Grass Valley, Portola, and Quincy. Because of geography, destinations also vary depending on where someone is coming from within Sierra County.

Commuter Services
A lack of daily commuter transportation service to regional transportation services at central hubs in Portola, Nevada City, and Truckee was identified as an unmet need. These connections to regional transportation services would help the general public who work or need to find jobs at locations outside of Sierra County. In addition, there are residents who need frequent access to social services such as CalWORKS appointments and child protective services. The Health and Human Services department does coordinate with the Incorporated Seniors' calendar to place social service clients in its van and refers callers who are

[32] Taken from the May 2014 Sierra County Transportation Commission meeting packet. Found here: http://www.sierracounty.ca.gov/AgendaCenter/ViewFile/Agenda/05212014-118
[33] The information for this section was pulled from the Sierra 2008 Coordinated Plan
[34] 2008 Alpine County Coordinated Plan

not clients to the van service. However, the van service has limited hours and at times is filled with seniors and people with disabilities, leaving no room for the general public.

A daily scheduled trip to Reno might help low-income residents who need to travel to Reno for job opportunities, which are generally lacking in Sierra County. Welfare-to-work participants have received transportation to jobs from the Transporter Program of the Health and Human Services department for several weeks until they receive their first paycheck. Because CalWORKS mandates that participants work a certain number of hours per week to receive benefits, the County has provided this transportation service, which usually costs more than the first paycheck the worker will receive. However, once the worker begins getting paid, the worker must find his or her own transportation. Not everyone is able to afford a vehicle, and if they do, they will not be able to afford a reliable vehicle. Often times those with unreliable vehicles eventually lose their jobs because of the toll the rough terrain and weather will have on their cars.

Transportation to jobs in Sierra County during the summer tourist season was also identified as a need. The various lodges in the lakes basin are particularly in need of workers, but reliable transportation is an obstacle to attracting entry-level employees for cleaning hotel rooms, busing tables, and other service related tasks.

Fixed Route/Service Related

In general, stakeholders noted the need for more frequent transportation and longer service hours. Riders from Downieville want to go to Nevada City and Reno more than twice a month and would like trips to Quincy and Truckee. Gold Country Stage in Nevada County does go to North San Juan, and there have been previous unsuccessful attempts to establish a timed transfer point with the Golden Rays van in order to increase service from Sierra County into Nevada City.

Conversations with transportation providers and other stakeholders indicated that residents in the most rural areas often have unmet transportation needs to travel to more central communities. School children living in rural areas in particular have difficulty participating in after school activities and sports because there is only one bus home immediately after school ends. According to the principal at Loyalton Elementary School, two-thirds of the elementary and middle school children ride the school buses. Because the school buses arrive at the elementary, middle, and high schools just before classes begin and end, there is no time for teacher intervention with students having problems with school work. Children in the western half of the county in outlying areas, such as Alleghany and Pike, have similar problems. Sometimes teachers who give extra help to their students after school must drive those students home themselves.

Transportation Training

According to stakeholders, many people in Sierra County are proud of their independence. As such, they are often reluctant to ask for help getting around and are sometimes unwilling to admit that they need transportation assistance. Having a centralized source of information could help these residents as well as the agencies they need to know how to assist them. A travel training program could address fears about using transit and increase mobility opportunities.

Knowledge Gap

Information that is easy to read and understand about different social services, eligibility requirements, and transportation information may help with mobility issues, perceived unmet needs, and other help people may need. Marketing is also important as many members of the general public are not aware that the senior centers can transport them for a fee. It was mentioned during the outreach meeting that the transportation programs are referred to as "senior vans," giving people the impression that the transportation programs are only for seniors.

Non-emergency medical transportation (NEMT)

Getting to medical trips is a major need for those who use transportation services. Both stakeholders and the public mentioned needing services to medical appointments inside and outside the county. NEMT is needed for preventative care visits, checkups, dialysis, and visits to specialists. Additional services may be needed for fragile and mobility limited individuals. Common destinations include Reno, Truckee, Grass Valley, and Sacramento.

Daily Living and Seeking Opportunities

The following are transportation barriers:

- Individuals who receive food stamps once a month need help transporting large amounts of groceries.
- Many students who want to attend Feather Ridge College in Quincy do not have transportation
- People living in the Nevada County communities of North San Juan and Grass Valley and in the sparsely populated areas of Alleghany and Pike want to schedule appointments at the Western Sierra Medical Clinic in Downieville.
- People with disabilities who like to attend the adult daycare program under development by Golden Rays Seniors but transportation is a barrier

Funding

- Funding continues to be a challenge as it very costly to operate transportation in Sierra County. One reason funding is a major challenge is that long distances over rough terrain require lots of resources.

Transit service continues to be an increasingly important component of the county's regional transportation system and an important service to county residents; however, it is difficult to provide these services in a cost-effective manner.

REASONABLE TO MEET

The following unmet needs, gaps, and challenges are deemed "reasonable to meet," meaning Sierra County and other agencies may have the capacity to address these issues before the next coordinated plan update. Some of these unmet needs are not resource intensive.

- **Knowledge Gap**: It common for a number of stakeholders and/or members of the public to be uninformed or not fully educated about existing transportation services. This proves to be a barrier to mobility and contributes to perceived unmet needs and challenges. Creative and simple solutions to marketing have the potential to address some gaps and increase ridership. Transportation services in Sierra County are often referred to as the "Senior Buses." Posting advertisements on the bus or coming up with a new name to post on the bus may increase ridership.

- **Transportation Training**: This can be a cost effective solution to increase mobility and help potential riders gain confidence and independence. Perhaps offering free services on occasions would entice some people to try the bus along with some type of buddy program.

- **Daily Living and Seeking Opportunities/Social Services:** Individuals receiving food stamps once a month could benefit from a trip coordinated by the senior centers to do a special trip. It is possible the senior centers already do similar trips and could work with other stakeholders to coordinate these trips.

UNREASONABLE TO MEET

Below is the list of unmet needs that were uncovered during the public outreach and survey processes that were not considered reasonable to meet at this time.

- **Commuter Services and Fixed Route/Service Related**: Although fixed route service would be beneficial to some people, regular fixed route service may be too costly to implement, coordinate, and maintain. One recommendation includes reconsidering implementing fixed route service a part of the week and having demand response on some days. Having both flexible and fixed route services along designated routes may be more efficient, productive, and cost effective. For instance, if riders knew that there was regular service to a particular place, they could coordinate their errands, appointments, etc. to fit that schedule. Also, if the transportation coordinators see patterns or know of days of the week where service is needed the most, they can work together to arrange services.

- **Increased Connectivity/Service Areas**: Connectivity and mobility inside and outside the county also emerged as an issue. Service expansion may not be within the scope of the county and other agencies at this time but is something that is still important to address and consider.

- **Educational Opportunities**: Respondents expressed interest in post-secondary training and educational opportunities, opportunities which are outside of Sierra County. Accessing such opportunities is important to help people have access to social mobility opportunities; however, it may not be feasible to have regular transportation to places like Feather River College or Reno. If there is a group of students with similar consistent schedules, Sierra County should consider helping them with transportation by implementing a part time fixed route. If transportation cannot be provided, scholarships, financial aid, and other money could be used to temporarily move students

outside the county to pursue educational opportunities; telecommuting could also be an option. Of course, dealing with these issues is easier said than done as there are many personal, financial, and regulatory barriers to accessing services like education and transportation.

- **Daily Living and Seeking Opportunities:** Regular transportation from different parts of the county for programs and services may not be affordable or feasible at this time, but it is recommended that different counties and communities work together to come up with solutions for those wanting to attend adult day care, go to the doctor in Downieville, and other important trips.

- **Funding**: Maintaining and sustaining transportation services depends on funding streams that are not in Sierra County's control. However, policymakers and funders should be aware of the unique challenges Sierra County faces in providing transportation services and their related costs.

- **Non-emergency medical transportation (NEMT**): The senior centers provide NEMT on a regular basis. About 50% of the Incorporated Senior Citizens trips are for medical purposes. Although this issue was one of the most important issues to come up during the outreach process, it may not be possible to expand or create new programs for medical transportation. It is possible that this issue may be a perceived unmet need and is connected to a gap in knowledge about services.

7. Identification of Strategies and Evaluation

Evaluation Criteria

A number of factors were utilized to develop and identify strategies that would address unmet transit needs in the community. Three main themes and a series of questions related to those themes were taken into consideration when developing a list of strategies. This criteria was used to process, analyze, and interpret data collected from surveys, public outreach, conversations with stakeholders, etc.

1) **Unmet needs: Does the strategy address transportation gaps or barriers?**

This question also brought up additional concerns for consideration. Does the strategy:

- provide service in a geographic area with limited transportation options?
- serve a geographic area where the greatest number of people need a service?
- improve the mobility of clientele subject to state and federal funding sources (i.e. seniors, and individuals with disabilities)?
- provide a level of service not currently provided with existing resources?
- preserve and protect existing services?

2) **Feasibility: Can this strategy be feasibly implemented given the timeframe and available resources?**

This question also brought up additional concerns for consideration.

- Is the strategy eligible for MAP-21 or other grant funding?
- Does the strategy result in efficient use of available resources?
- Does the strategy have a potential project sponsor with the operational capacity to carry out the strategy?
- Does the strategy have the potential to be sustained beyond the grant period?

3) **Coordination: How does this strategy build upon existing services?**

This question also brought up additional concerns for consideration. Does the strategy:

- avoid duplication and promote coordination of services and programs?
- allow for and encourage participation of local human service and transportation stakeholders?

IDENTIFICATION OF STRATEGIES

The identification of new priority strategies was conducted in conjunction with Sierra County and analysis of outreach findings. The unmet needs, gaps, and challenges findings were consolidated into themes and organized into unreasonable/reasonable to meet lists, which shaped the priority strategies. Funding restrictions, time, and the availability of other resources were also considered.

TABLE 3 REASONABLE TO MEET UNMET NEED(S)

Transit Need	Area	Notes
Knowledge gap	Marketing/Outreach/Education	Low cost/no cost strategies should be implemented to increase the public's knowledge of and confidence in taking services.
Transportation Training	Outreach/Education	This strategy could increase mobility and knowledge of available services.
Daily Living and Seeking Opportunities	Social Services, Service Related	This specific need came up for individuals receiving food stamps who need help with grocery shopping and getting food from other places. Special trips could be coordinated on designated dates for trips to the grocery store along with other special trips (i.e. social services). These designated trips can have pick up and drop off times at specific locations.

PRIORITY STRATEGIES

TABLE 4 SIERRA COUNTY PRIORITY STRATEGIES

Strategy 1	Maintain, evaluate, and strengthen transportation service(s)
Strategy 2	Multi-organizational approach to solutions
Strategy 3	Implement strategies from marketing plan/assessment
Strategy 4	Establish a Mobility Management staff position
Strategy 5	Support for a volunteer driver program
Strategy 6	Private vehicle access

8. Implementation Plan for High Priority Strategies

This section provides more detail about the six high priority strategies identified for Sierra County and discusses preliminary steps for implementation. It is important to note that the detail provided for each strategy is conceptual and further discussion and planning would be required before moving forward with any of the strategies. In addition, funding restrictions and availability, administrative capability/organizational capacity, and other issues related to implementing these strategies would require more detail and clarification than is provided in this plan.

Strategy 1: Maintain, evaluate, and strengthen transportation service(s)
While there are transportation needs that are not being met, existing services are a lifeline for some people. In this time of decreasing budgets and increasing competition for federal and local grant funding, it is important to first and foremost protect and improve existing levels of service from decreased funding. Before attempting to increase or expand service to other areas, Sierra County transit providers should be sure that funds exist for the forecasted future to maintain the current level of services provided. Meeting participants and survey respondents mentioned their appreciation of transit services and their dependence on services to meet their needs.

In addition to maintaining and sustaining existing services, it is also important to evaluate services to make sure they are as efficient and productive as they can be given the conditions related to operating transit services in the county. Evaluating transportation services will allow for service modifications and other solutions that would maximize resources and improve mobility.

Because of Sierra County's small population, regulatory challenges, and resource constraints, the county does not qualify for or have the capacity to apply for some funding sources. For example, the senior center staff work especially hard to coordinate and provide transit service but could use additional resources to sustain services. Resources are crucial for maintaining and delivering services. Support is needed for capital equipment, including resources to maintain, repair, and/or purchase new equipment, vehicles, and transit infrastructure as well as support for staff/consultant salaries, monitoring and evaluation, grant writing, resources for office spaces, route modifications, and other support related to providing services. This strategy also calls for the purchase of new or replacement vehicles for different agencies to provide various transportation services, the development of bus stops with shelter from the elements, and the development of accessible features at existing bus stops.

Modifying services with existing resources is another activity within this strategy that may improve services. For example, instead of operating 8 hours in one stretch, transit providers perhaps can break up services in multiple segments over the day.

Strategy 2: Multi-organizational approach to solutions

This strategy calls for maintaining and establishing more communication, connections, and collaboration among various stakeholders inside and outside the county (i.e. community development, health and human services, other government agencies, non-profits, and private businesses) to come up with solutions to transportation and other related issues by coordinating services, sharing information and resources, and applying for funding. This can be done by the creation of an email list serv, holding a meeting once or twice a year, or inviting each other to existing meetings to help others stay in the loop and establish coordination opportunities.

Members of the public and various stakeholders may not be able to commit to joining a committee like SSTAC but participation in an occasional meeting would be more realistic. This strategy requires a leader (individual(s) and/or organization(s)) to coordinate meetings, manage contact lists, and communicate with stakeholders. Having an agency or mobility management staff position be a central coordinator and leader could improve coordination and transportation services. Another recommendation for this strategy is increased support (i.e. financial and staff) for a position in an existing agency to strengthen its capacity as a transit provider and coordinator/mobility manager. In addition, the individual or agency in charge of this endeavor will have to actively engage in outreach to make the initiative meaningful. This strategy can also be folded into the mobility management position.

Strategy 3: Create/implement strategies from a marketing plan/assessment

This strategy calls for the creation and implementation of a marketing plan about different services offered. Marketing and outreach can also take shape through improved communication between various stakeholder groups. Gaps in knowledge about services lead to perceived unmet needs and other issues and can be a barrier to mobility. Another recommendation includes putting a sign or advertisement on the bus letting the general public know that the senior center transportation programs are open to them as well.

Strategy 4: Establish a Mobility Management staff position

The implementation of a Mobility Management or Transit Specialist position, which could be a part time or full time position, has the potential to address multiple unmet transit needs, improve mobility, and consolidate multiple strategies through this position's work. This position, which should be housed in an existing agency, could coordinate all existing services, maximize current transportation resources, work with various stakeholders and update them on various issues, and provide potential riders with a comprehensive set of service and schedule related information in person, on the phone, or online.

The following are proposed tasks for this position:

- Increase efficiency of existing transportation services through evaluative methods
- Improve traveler information on all available transportation services
- Provide marketing and outreach through printed materials, a website, telephone, and/or verbal information for in person visits
- Provide trip planning and travel navigation assistance

- Oversight and implementation of a transportation voucher program
- Provide vehicles and drivers for scheduling of special group transportation
- Coordinate transportation activities with different organizations and agencies
- Coordinate a volunteer driver program
- Participate in and assist to convene coordination meetings/workshops
- Oversee a senior driver safety training program
- Organize training opportunities for vehicle maintenance for car owners who have limited means

Another possibility for this strategy is to provide additional resources and support to existing transportation providers to do mobility management/coordination tasks as the county is small and number of agencies is small.

Strategy 5: Support for a volunteer driver program
Fixed route service is too costly and not practical for a county like Sierra County, where the population is small and spread out and long distances need to be covered to access services and opportunities. Support for a volunteer driver program could be a better alternative by supplementing current transit services.

This strategy calls for financial support for vehicles, staff time, insurance, mileage, and/or stipends. Long distances over rough terrain and weather need to be covered to reach various destinations, which can cause wear and tear on vehicles. Some volunteers might not have vehicles or may not want to use their vehicles, which is why this strategy calls for the purchase of vehicles to be owned and operated by an agency. Resources for mileage and stipends are important means to sustain the program and prevent volunteer burnout.

Strategy 6: Private vehicle access
This strategy calls for the establishment of a private vehicle program focused on improving mobility for low income individuals. Providing fixed route service beyond business hours and days is not feasible in a small county like Sierra County. It may be cost effective to develop a program that helps low income individuals acquire and maintain vehicles through loans or grants. A number of private vehicle strategies exist nationwide and may be useful examples.[35]

Because many job opportunities are far from where people live, many low-income workers have difficulty accessing jobs, training, government services, childcare, and more because of inadequate transportation. In addition, many minimum wage jobs require working evening or weekend hours, making accessing public transit impossible in areas where transit services have limited schedules. Access to affordable transportation for low-income workers, elderly residents, and individuals with disabilities can make the trip to work, school,

[35] The AMATS Coordinated Transportation Plan discusses this strategy and example in other places. Found here: http://www.amatsplanning.org/wp-content/uploads/2010/06/coordinated-public-transit-human-services-transportation-plan.pdf

and medical appointments possible. Transportation access can also foster self-sustainability, promote independence, and lead to other positive outcomes. [36]

SUMMARY AND NEXT STEPS

This Coordinated Public Transit and Human Services Transportation Plan was produced to meet the requirements for MAP-21 and provide data, information, and recommendations to local governments, service providers, community-based organizations, advocates, community residents, and other stakeholders to address the needs for mobility and transportation options among the area's seniors, people with disabilities, and low income individuals. Additional resources and information regarding topics discussed in and relevant to this plan are listed in Appendix C.

Grant applications for FTA Section 5310 funds are offered yearly. Caltrans must certify that projects funded through the 5310 program are included in the Coordinated Plan. Updates to the Coordinated Plans are required every four or five years, (four years in air quality nonattainment and maintenance areas and five years in air quality attainment areas).

[36] "The Standard Poor: Recognizing the Importance of Public Transportation for Low Income Household." http://www.nascsp.org/data/files/csbg_publications/issue_briefs/issuebrief-benefitsofruralpublictransportation.pdf

APPENDIX A: PUBLIC OUTREACH MATERIALS

FIGURE 3 COPY OF THE PUBLIC MEETING FLYER

You're Invited...

to Attend a Workshop on Coordinated Transportation for Seniors, People with Disabilities, and Low Income Residents

Voice your opinion!

Come provide your input on a plan being developed to better coordinate transportation for Sierra County residents

Date Wednesday, October 22, 2014

Time 1:00pm-2:30pm

Location Sierraville School
305 South Lincoln St.
Sierraville, CA

What We will discuss the update of the county's Coordinated Public Transit-Human Services Transportation Plan. Sierra County is encouraging the community to provide input on the new plan and share thoughts on social service transportation needs/issues

Human service agency representatives, bus riders, community residents, elected officials, transportation staff, and other interested parties are encouraged and welcome!

Please contact Bryan Davey at 530-289-3201 or bdavey@sierracounty.ca.gov in advance if you need assistance getting to the workshop, will need language interpretation, and/or other assistance for the meeting. Best efforts will be made to accommodate you.

Can't Make It?

Over the Phone
Schedule to do the survey over the phone or request a paper survey

TOLL FREE NUMBER
844-462-9040

Email Comments
coordplan14@pacific.edu

Online Survey
Give input online through our survey:

https://www.surveymonkey.com/s/sierracp14

Mail Letters/Comments
Business Forecasting Center
3601 Pacific Avenue
Stockton, CA 95211

All Comments due: Friday, 11/7/2014

FIGURE 4 PUBLIC AND STAKEHOLDER SURVEY DATA SUMMARIES

Coordinated Public Transit-Human Services Transportation Plan
Public Survey: Sierra County
9 Respondents

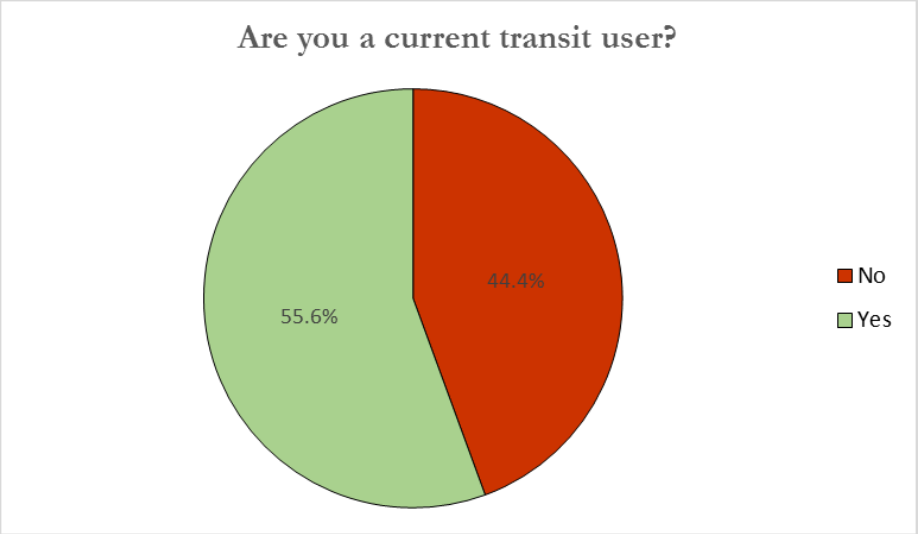
Location and Transit Use

1. In what ZIP code is your home located? (Write your 5-digit ZIP code. For example, 00544 or 94305)

Zip Code	Location	Count	%
95936	Downieville, Ca	1	11.1%
95960	North San Juan, Ca	1	11.1%
96118	Loyalton, Ca	4	44.4%
96125	Sierra City, Ca	1	11.1%
96126	Sierraville, Ca	2	22.2%

9 Responses

2. Are you a current transit user? (Answer yes if you have used buses, shared vans, Dial-a-Ride, etc. in the past year)



9 Responses (Yes 5, No 4)

Reasons for Not Using Transit

3. Why aren't you currently a transit user? Check all that apply.

Answer Options	Count	%
No transportation service where I live	3	75.0%
Own my own car	2	50.0%
I don't feel safe	0	0.0%
Don't know the routes/where it goes	0	0.0%
Too expensive	0	0.0%
Unreliable service(s)	0	0.0%
Doesn't go where I need to go	0	0.0%
Physical disabilities/mobility issues make it hard	0	0.0%
Doesn't run often enough	0	0.0%
Takes too long	0	0.0%

4 Responses

4. What factors would make you become a transit user? (Then, go to question 9)

- I would use transit if it was available
- If it was available and traveled where I need to go.
- When I need a ride one way or have a lengthy stay out of the area.
- coming to Pike

4 Responses

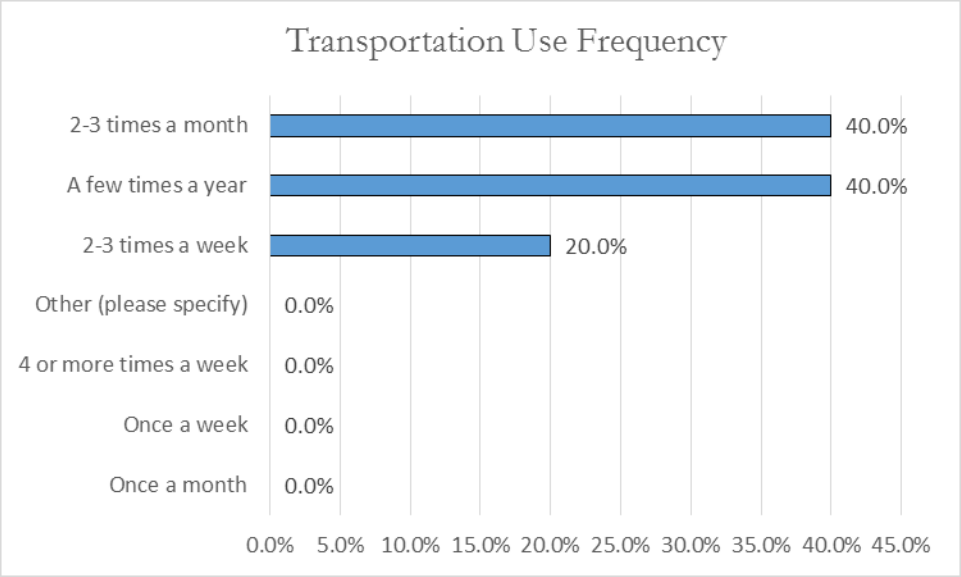
Transit Use Patterns

5. Which transportation services have you used/do you use in your county? (Check all that apply)

Answer Options	Percent	Count
Public bus/van service (flex/fixed route)	0.0%	0
Dial-a-Ride (DAR)	0.0%	0
Private (i.e. taxi)	0.0%	0
Non-profit (i.e. health clinic, church, senior center van/bus)	100.0%	5
I don't use transit services in my county but use them elsewhere	0.0%	0
Other (please specify)	0.0%	0

5 Responses

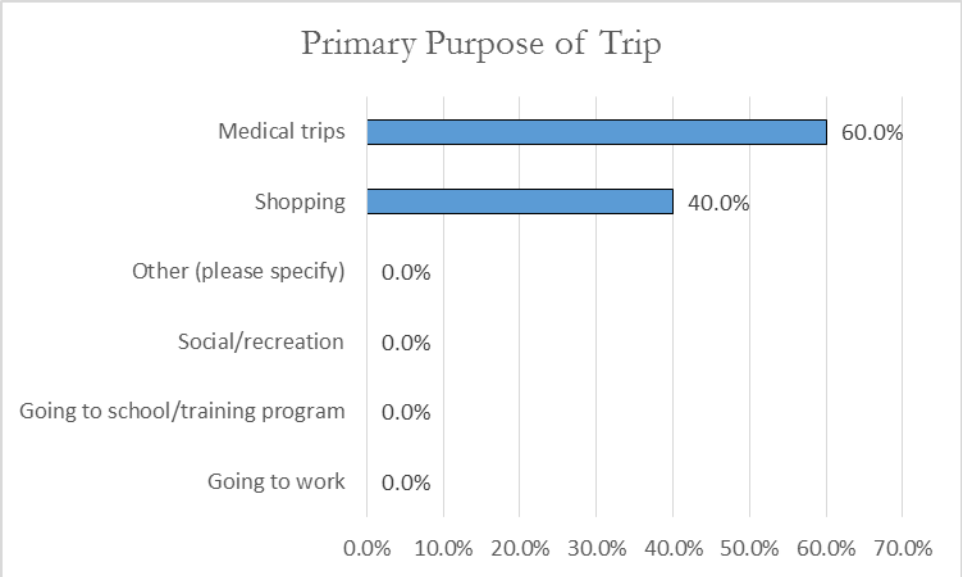
6. How often do you/have you use transportation services in your county in the past year?



5 Responses

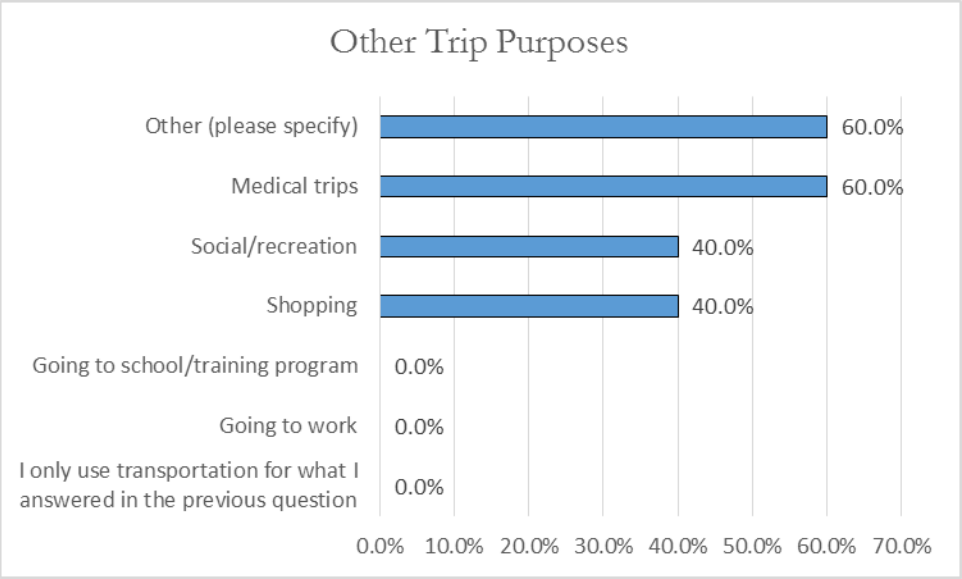
Trip Purpose

7. When you use transportation services in your county, what is the primary purpose of the trip?



5 Responses

8. For what other purposes do you use transportation services in your county? Check all that apply.



Comments from Other:

- If ever need be I would use for medical
- Physical therapy, Reno Heart, Personal
- Medical and court appointments

5 Responses

Transit Improvement

9. The following is a list of possible improvements related to a transit system. Please indicate their importance for your county by circling the correlating number.

Answer Options	Not Important	Somewhat Unimportant	Neither important or unimportant	Somewhat Important	Very Important	Rating Average	Response Count
Service to major cities	0	0	0	1	5	4.83	6
Service between different counties	0	0	0	1	5	4.83	6
Service area within my county	0	1	0	0	5	4.50	6
More frequent service	0	0	0	1	4	4.80	5
Later evening service	0	1	0	0	4	4.40	5
Earlier trips in the morning	0	0	0	1	4	4.80	5
Weekend service	0	0	1	0	4	4.60	5
On-time performance	0	0	0	1	5	4.83	6
Access to transit information	0	0	0	1	4	4.80	5
Faster Service to my destination	0	0	3	1	1	3.60	5

Comments from Other:

- I don't see anything wrong with the program
- More availability

- To me, I don't feel our transit system needs improvements. They tend to do all of the above and are very eager to accommodate everyone. We would be lost without them.
- More availability

6 Responses

10. Are there any gaps in transportation service that make it difficult or impossible for you to access your destination? If so, please explain

- **Lack of Availability:** for medical purposes
- **Lack of Recourses:** more cars and drivers

4 Responses

11. What would you recommend to reduce any gaps in service?

- **More availability:** household needs, schedules
- **Other:** Small public transportation van to provide travel to Grass Valley, airports, Reno with frequent availability

3 Response

Background Information

12. Which of the following best describes your current employment status (check all that apply)?

Status	%	Count
Retired	62.5%	5
Employed	25.0%	2
Other (please specify)	12.5%	1
Student	0.0%	0
Unemployed	0.0%	0
Homemaker	0.0%	0

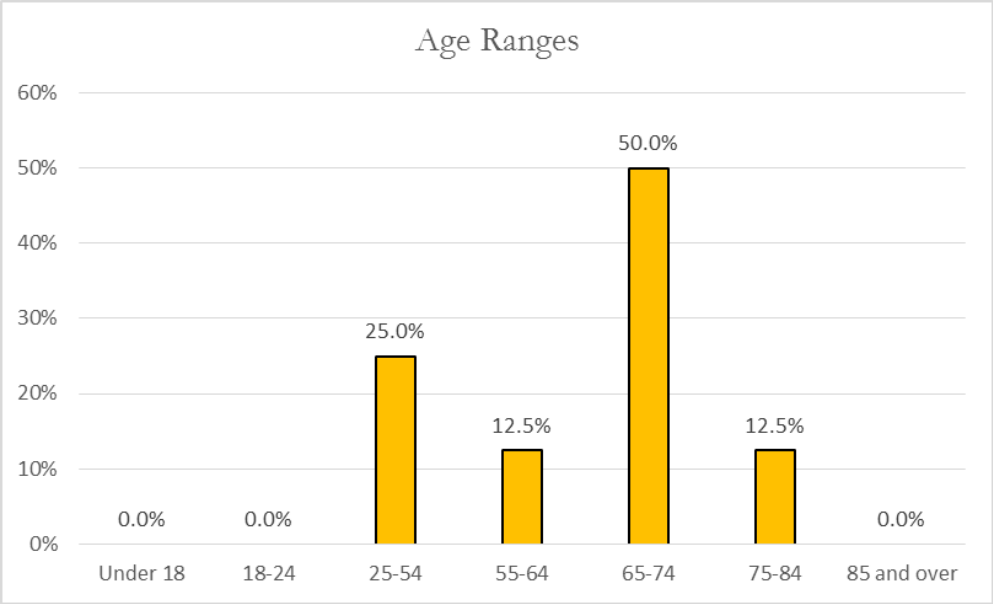
Note: Categories overlap. For example, and individual can be retired and disabled.

Comments from Other:

- Disabled

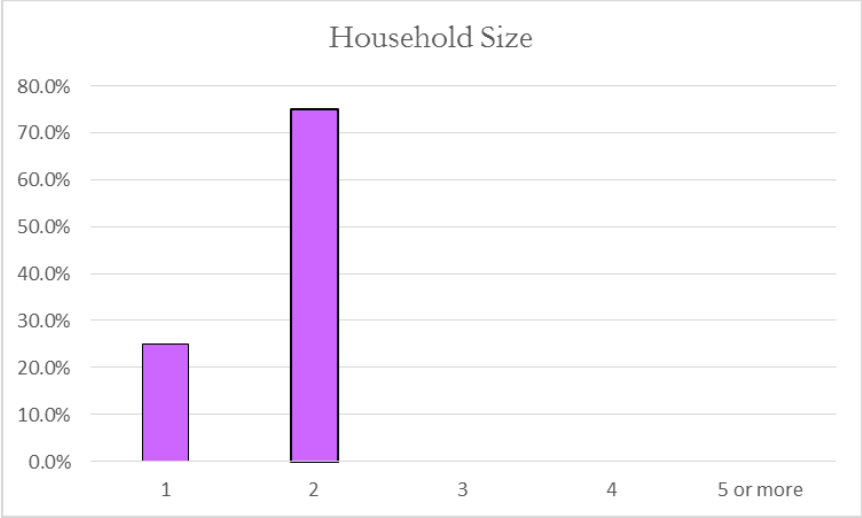
4 Responses

13. What is your age range?



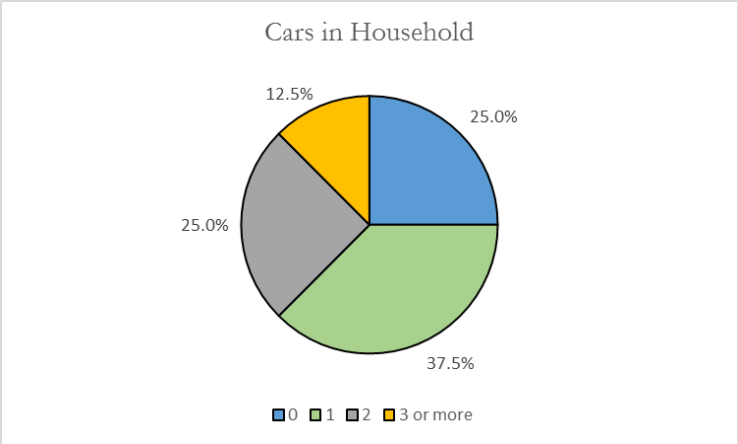
8 Responses

14. Including yourself, how many people currently live in your household?



8 Responses

15. How many cars are available for your household's regular use?



8 Responses

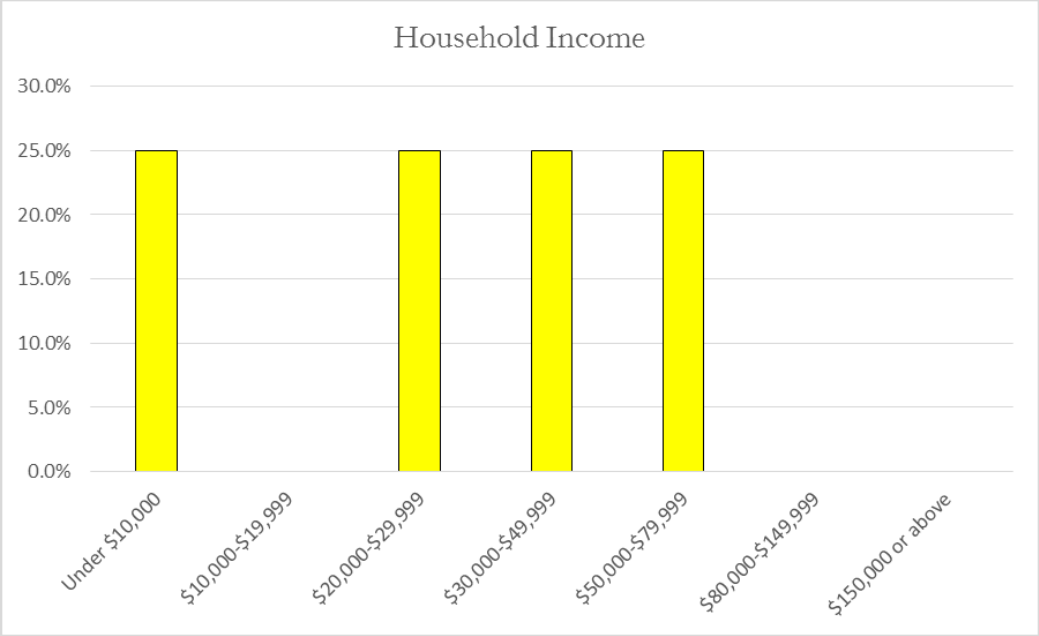
16. Measuring disability: Do you have any conditions or limitations that affect your performance or quality of life? (Check all that apply)

Answer Options	%	Count
I do not have a disability	57.1%	4
Hearing difficulty: deaf or have serious difficulty hearing	14.3%	1
Vision difficulty: blind or have serious difficulty seeing, even when wearing glasses	0.0%	0
Cognitive difficulty: because of a physical, mental, or emotional problem, have difficulty remembering, concentrating, or making decisions	28.6%	2
Ambulatory difficulty: have serious difficulty walking or climbing stairs	28.6%	2
Self-care difficulty: have difficulty bathing or dressing	0.0%	0
Independent living difficulty: because of a physical, mental, or emotional problem, having difficulty doing errands alone such as visiting a doctor's office or shopping	0.0%	0
Other disability (please specify)	0.0%	0

Note: Categories overlap, meaning people can have more than one disability.

7 Responses

17. What is your annual household income range?



8 Responses

Conclusion

18. Feel free to use this space to share additional comments about transit service in your county.

Response 1: I live in a small town and without our transit system it would be very difficult, especially for my generation. There is no hospital or urgent car. The seniors center provides rides for people to go to Reno to do their grocery shopping, Doctor appts, anything you need to do.

Response 2: For me the Loyalton Senior Center serves me well, but shortage of cars and drivers often causes scheduling difficulties to coordinate available medical appointments with availability of transportation is often not possible.

Response 3: We need this to assist people to medical appts and grocery shopping and social events.

Response 4: The need for public transportation is great in our community. Please continue the high quality service.

19. If you would like to share more information and comments, please enter your name and contact details so a member of the project team can contact you.

2 Responses

Stakeholder Survey: Sierra County
5 Responses

Contact Information

1. Please provide your organization's name, address, and telephone number.

#	Organization Name	Address	City/Town
1	High Sierra's Family Services	PO Box 1016	Loyalton
2	Sierra County DHHS	292 Front St./POB 1019	Loyalton
3	Sierra County Dept of Health and Human Services	202 Front St./POB 1019	Loyalton
4	Inc Senior Citizens of Sierra County	PO Box 675	Loyalton
5	Sierra County Transportation Commission	PO BOX 98	Downieville

Rest of information is confidential to maintain privacy of respondents.

2. Please provide the name, email address and telephone number of someone to contact for future follow-up.

Confidential to maintain privacy of respondents

3. Which of the following classifications best describes your organization (Choose one)?

   The % represents the percent of stakeholders that answered this question.

Classifications	%	Count
Local Admin agency	20.0%	1
State Admin agency	40.0%	2
Not-for-profit	40.0%	2

5 Responses

4. Which of the following populations do you serve/represent (check all that apply)?

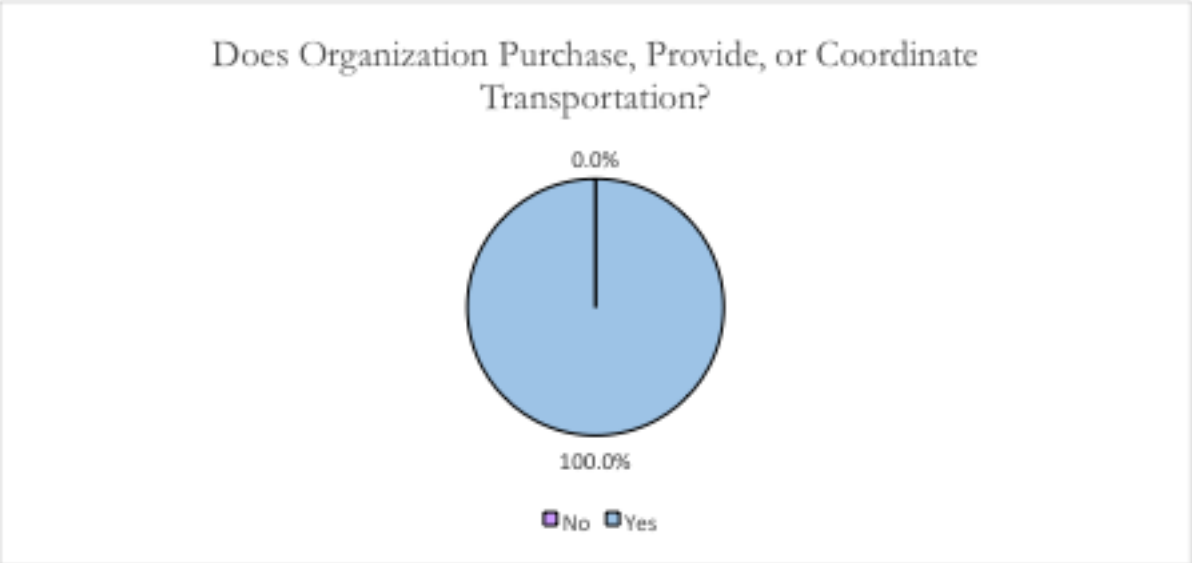
The % represents the percent of stakeholders that answered this question.

Options	%	Count
General public	100.0%	5
Persons with disabilities	100.0%	5
Persons with low incomes	100.0%	5
Seniors/Elderly	100.0%	5
Children/Youth	80.0%	4
Students	80.0%	4
Veterans	80.0%	4
Seeking employment/education	60.0%	3
Pursuing counseling/substance abuse	60.0%	3

5 Responses

Organization Type

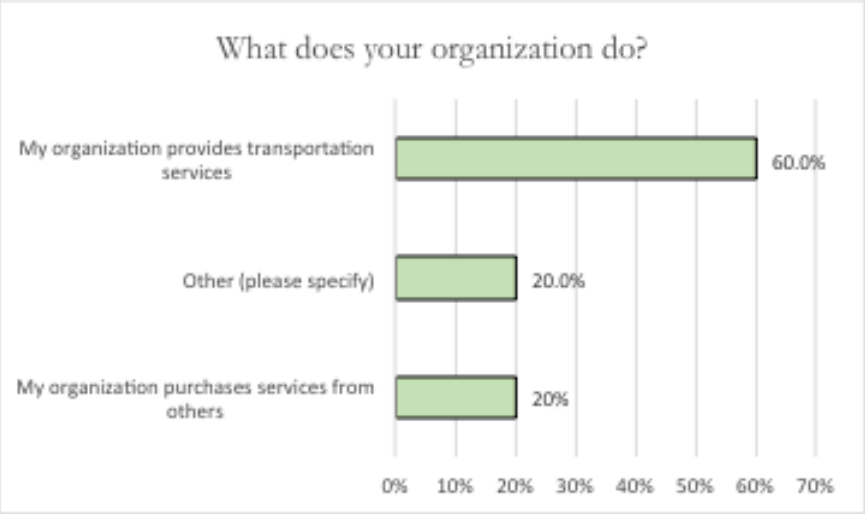
5. Does your organization provide, purchase, or coordinate any transportation services? (Skip logic question)



5 Responses

Organization Background and Transportation Services

6. What does your organization do? (Check all that apply)

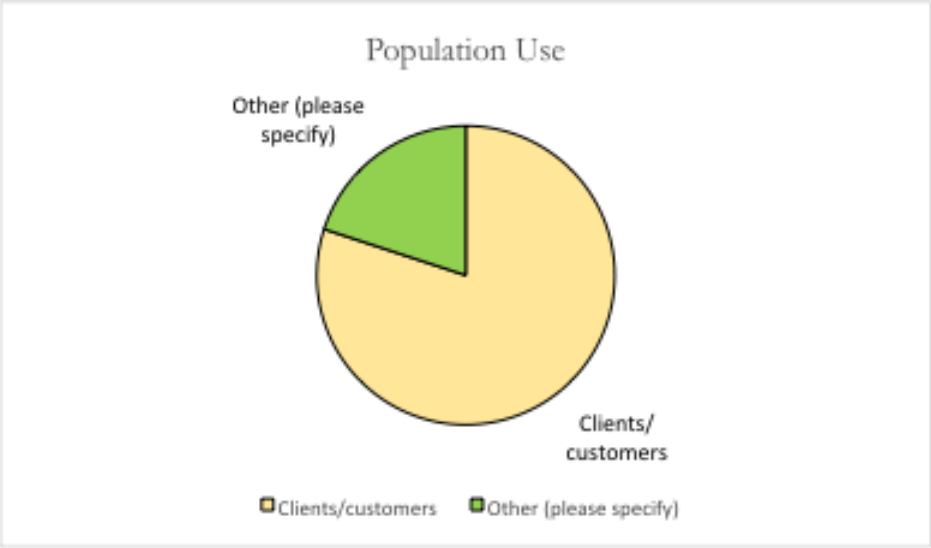


Comments from Other:

- provides gas vouchers for emergencies

5 Responses

7. Who uses the transportation service you provide, purchase, or coordinate? (Check all that apply)

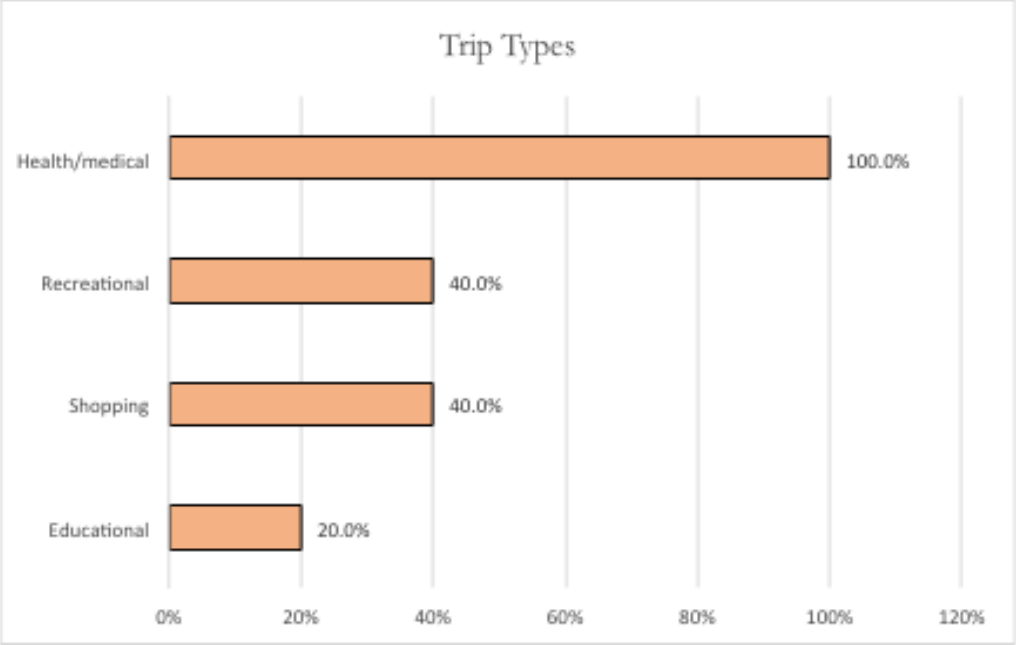


Comments from Other:

- Public

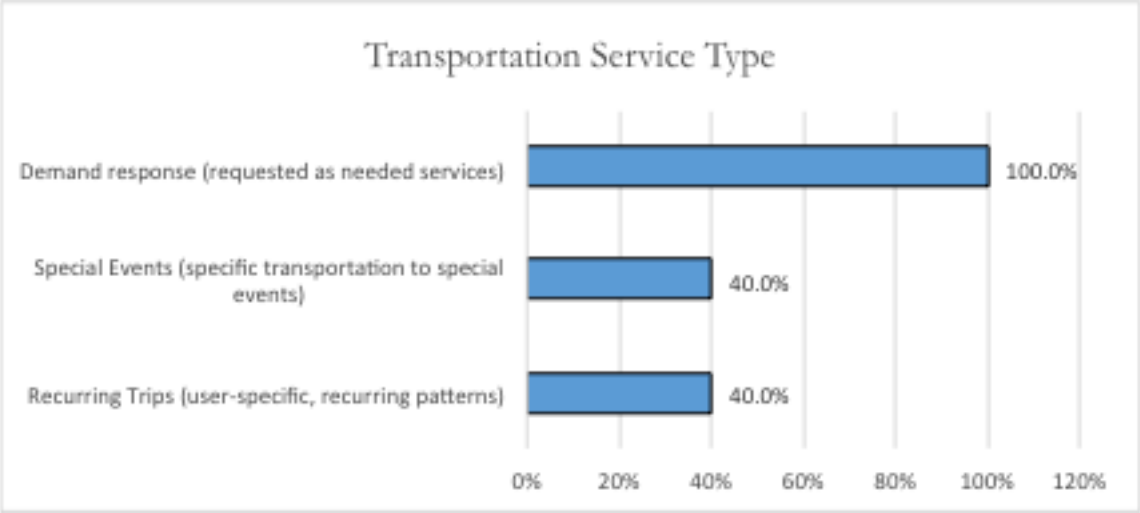
5 Responses

8. What type(s) of trips does your transportation service provide, purchase, or coordinate? Check all that apply.



5 Responses

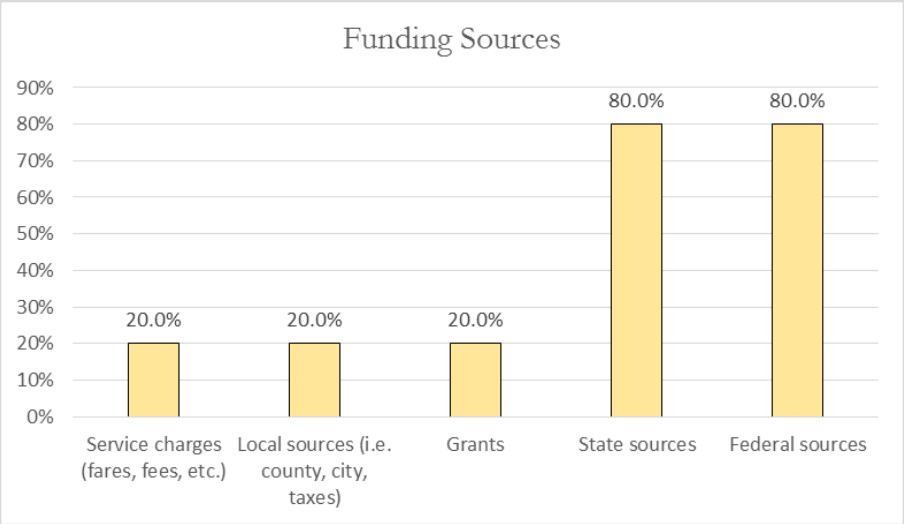
9. Please indicate the kind of transportation services your organization provides, purchases, or coordinates? Check all that apply.



5 Responses

Transportation Services

10. How do you fund the transportation services your organization provides, purchases, or coordinates? Check all that apply.



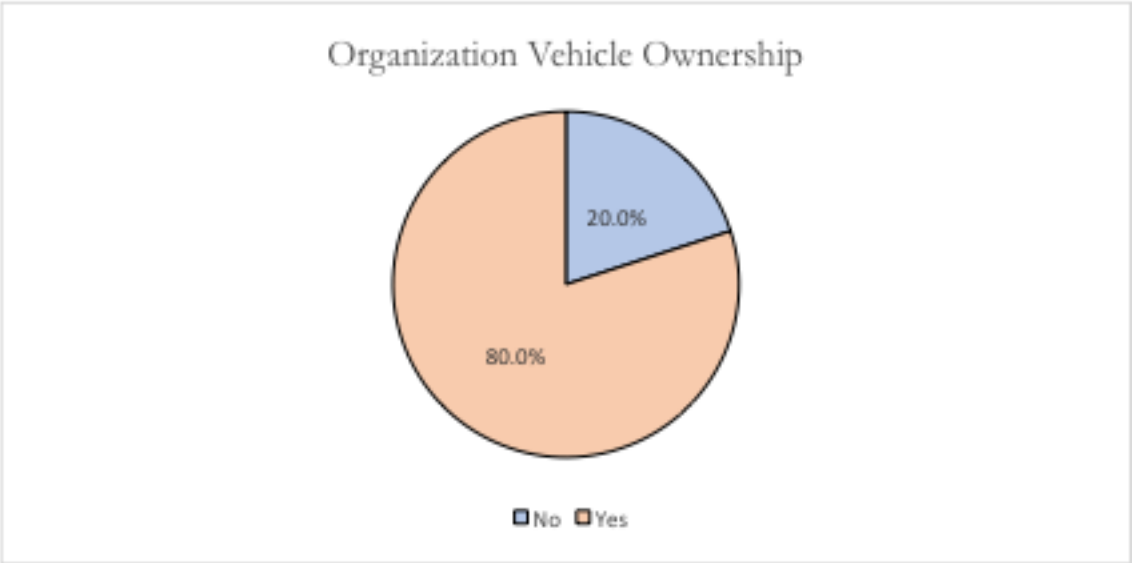
5 Responses

11. In a typical week, how many one-way passenger trips do you provide, purchase, or coordinate:

- Stakeholders that responded to this question provide, purchase, or coordinate services on weekdays and weekends. Only two of the responding stakeholders provide weekend services, which equates to about 16 trips per weekend. All of the five respondents provide weekday transportation, all together providing an estimated 145 trips per week on the weekdays.

5 Responses

12. Does your organization own/operate a fleet of vehicles? (Skip logic question)



5 Responses

Vehicle Count

13. How many of each type of vehicle does your organization use to provide transportation services?

The organization count refers to the number of organizations that selected the vehicle type. For example, all 4 organizations that answered this question own either a bus, van, car or truck/SUV. The vehicle count refers to the number of vehicles total for each organization. This information is not comprehensive for the county or may also not be comprehensive for the organization(s) in question.

Vehicle Type	Organization Count	Vehicle Count
Bus	1	1
Van	2	5
Car	2	6
Truck/SUV	2	10

4 Responses/Organizations

Unmet Needs, Coordination, and Duplicate Services

14. What unmet needs is your organization anticipating or currently experiencing with regard to transportation?

    The following is a list of comments of the unmet transportation needs stakeholders identified for the community/clients they work with.

- We currently do not have the funding to provide emergency transportation to all the clients who need it.
- We are not able to provide transportation to AOD residential treatment even though the need is great with the exception of perinatal-DC-Prop. 36.
- Regular trips i.e. transportation to employment
- Current level of funding in inadequate to meet needs. Additional services could be provided with additional funding.

4 Responses

15. What unmet needs are your CLIENTS/CUSTOMERS experiencing with regard to transportation?

The following issues were identified by stakeholders regarding unmet needs of the communities they work with/serve:

- Lacking in vehicles and/or money for gas
- Fixed routes
- Children for after school activities
- Job access transit

4 Responses

16. Please describe specific gaps in transportation service where service is needed, but does not currently exist.

The answers from previous questions also apply to this questions; respondents referred to previous answers to answer this question. Transportation from outlying areas was an additional issue identified.

3 Responses

17. Please describe areas where transportation service is duplicated.

Because of the small population and limited resources, there isn't duplication of services because the two main transportation providers in the county coordinate with each other. Another stakeholder made the following comment: "Heath services provides confidential serves that could be used with tureen transit services."

18. Given funding constraints, how else do you think transportation services can be improved?

Stakeholders offered the following recommendations:

- Door to door services to more people
- Provide transportation for AOD clients in needing to enter residential treatments

4 Responses

19. What opportunities do you see for improved coordination of transportation services?
    - We coordinate as able

2 Responses

Conclusion

20. Use this space to share any additional comments about the coordination transportation system in your county.

    - We require clients to exhaust other possibilities before requesting transportation for authorized needs. Our services are a "last resort" only.

1 Response

APPENDIX B: TRANSPORTATION FUNDING MATRIX

This matrix gives an overview of a number of the federal and state funding sources related to transportation. Some sources are specifically for transportation while others are social services funding sources with transportation as a component.

Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Federal Sources						
FTA Section 5304 Transit Planning Grants: Sustainable Communities	Promote a safe, sustainable, integrated and efficient transportation system. Identify and address mobility deficiencies in the multimodal transportation system, encourage stakeholder collaboration, public engagement, and integrate Smart Mobility 2010 concepts.	Funds studies of multimodal transportation issues having statewide, interregional, regional or local significance to assist in achieving the Caltrans Mission and overarching objectives. Rural areas can request funds for student interns	$8.3 million available for California for FY 2015-16 grant cycle. Minimum grant is $50,000 and maximum is $500,000.	*Primary Recipients*: MPO/RTPAs, Transit Agencies, Cities, Counties, and Native American Tribal Governments*; Sub-recipients:* Universities, Community Colleges, Cities and Counties, Community-Based Organizations, Non-Profit Organizations, and other public entities	Local Match: 11.47% of the total project amount (in-kind contributions allowed)	This grant is also funded by the State Highway Account (SHA)
FTA Section 5310: Enhanced Mobility of Seniors & Individuals with Disabilities Program	Enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and ADA complementary paratransit services.	Capital projects; operating assistance; administration	Formula Grant: $254.8 million in FY 2013; $258.3 million in FY 2014 (national total)	Nonprofit agencies, public agencies	20% match for capital projects; 50% match for operating assistance; up to 10% to administer the program, to plan, and to provide technical assistance	
Section 5317 Funding was repealed by MAP-21, but funds authorized under the program and not yet obligated or expended remain available until the period of availability expires, or until the funds are fully rescinded by Congress, or otherwise reallocated. Under MAP-21 Section 5317 funding remains available through Section 5310 program funding.						

Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
FTA Section 5311 Formula Grant for Rural Areas	Provide capital, planning, and operating assistance to support public transportation in rural areas with populations less than 50,000. A portion of 5311 funds is set aside for a Tribal Transit program, which provides direct federal grants to Indian tribes to support public transportation on Indian reservations. Low-income populations in rural areas are now incorporated as a formula factor, similar to the repealed Job Access and Reverse Commute (JARC) program.	Planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services	$599.5 million in FY 2013; $607.8 million in FY 2014 (National total)	Public agencies, local governments, tribal governments, nonprofit agencies	20% for capital, 50% operating assistance, 20% for ADA non-fixed-route paratransit service, using up to 10% of a recipient's apportionment	
FTA Section 5311(f)	Funds public transit projects that serve intercity travel needs in non-urbanized areas.	Capital projects and operations	Unknown	Public agencies, local governments, tribal governments, nonprofit agencies	50% for operating costs, 80% for capital costs	
Section 5316 JARC funding was repealed by MAP-21, but funds authorized under the program and not yet obligated or expended remain available until the period of availability expires, or until the funds are fully rescinded by Congress, or otherwise reallocated. Under MAP-21 Section 5316 funding remains available through Section 5311 program funding.						

Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
FTA Section 5312 Research, Development, Demonstration, and Deployment Projects	Support research activities that improve safety, reliability, efficiency, and sustainability of public transportation by investing in the development, testing, an deployment of innovative technologies, materials, and processes; carry out related endeavors; and to support the demonstration and deployment of low-emission and no-emission vehicles to promote clean energy and improve air quality.	Research, Innovation and Development, Demonstration, Deployment and Evaluation	$70.0 million in FY 2013; $70.0 million in FY 2014 (total amount available for all states)	Fed government agencies, state and local governments, providers of public transportation, private or nonprofit organizations, technical and community colleges, and institutions of higher education.	20% non-fed share match (may be in-kind). Low- or no-emission bus projects and low- or no-emission us facilities projects must comprise 65% and 10% respectively, of the total annual appropriation.	The previous Section 5312 (Research, Development, Demonstration, and Deployment Projects) and Section 5314 (National Research Programs) are now consolidated into one program under Section 5312.
FTA Section 5314 Technical Assistance and Standards Development	Provide technical assistance to the public transportation industry and to sponsor the development of voluntary and consensus based standards to more effectively and efficiently provide transit service, as well as support the improved administration of federal transit funds.	Grants for technical assistance	$70.0 million in FY 2013; $70.0 million in FY 2014 (national total)	Fed government agencies, state DOTs, public transportation agencies, nonprofit and for-profit entities.	20% non-federal share (non-federal share may be in-kind)	

Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Federal Transit Administration (FTA) Section 5339 Funds (5339 was established by MAP-21, replaced 5309)	Capital projects for bus and bus- related facilities.	Capital projects only	$422 million FY 2013; $427.8 million FY 2014 (national amount)	Designated recipients and states that operate or allocate funding to fixed-route bus operators; *Subrecipients*: public agencies or private nonprofit organizations engaged in public transportation, including those providing services open to a segment of the general public, as defined by age, disability, or low income.	20% for capital projects	
Regional Surface Transportation Program (RSTP)	Provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.	The following are some projects: construction/reconstruction/rehabilitation/operational improvements on federal highways and bridges; mitigation of damage to the environment by projects funded through RSTP ; capital costs for transit projects eligible under Federal Transit Act; carpool projects; capital and Operating costs for traffic monitoring, management and control; 8)Surface transportation planning programs; transportation control Measures listed in Section 108 of the Clean Air Act	Unknown	State of California distributes the funds to regional agencies and counties based on population	Unknown	

Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Federal Highway Administration (FHWA) Strategic Partnerships grant	Achieve the Caltrans Mission and Grant Program Overarching Objectives, encourage regional agencies to partner with Caltrans to identify and address statewide/interregional transportation deficiencies in the state highway system, strengthen government-to-government relationships, and result in programmed system improvements.	Funds transportation planning studies of interregional and statewide significance, in partnership with Caltrans.	Approximately $1.5 million will be available statewide for the FY 2015-16 grant cycle. The minimum grant is $100,000 and the maximum amount per grant cannot exceed $500,000.	To qualify as a pooled fund study, more than one state transportation agency, federal agency, other agency such as a municipality or metropolitan planning organization, college/university or a private company must find the subject important enough to commit funds or other resources to conduct the research, planning, and technology transfer activity.	20% of the total project amount (in-kind contributions allowed)	
State Sources						
Transit System Safety, Security and Disaster Response Account Renamed the Transit Security Grant Program	Develop disaster response transportation systems that can move people, goods, and emergency personnel and equipment in the aftermath of a disaster	Capital projects	Varies by county	Agencies, transit operators, regional public waterborne transit agencies, intercity passenger rail systems, commuter rail systems	None	Part of Proposition 1B approved November 7, 2006.
Proposition 1B funds will sunset in 2016, but funds authorized under its formula and not yet obligated or expended remain available until the program's expiration.						
State Transit Assistance Fund (STAF)	Public transit and paratransit services	Capital projects and operations	Varies from year to year depending on appropriation to Public Transportation Account of which 75% goes to STAF	Allocated by formula to public transit operators	None	Revenues derived from sales taxes on gasoline and diesel fuels.

Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
State Transportation Improvement Program (STIP)	Major capital projects of all types, including transit.	Transit capital projects	Varies from year to year depending on appropriation to Public Transportation Account of which 25% goes to STIP	Information unknown	Information unknown	Determined once every two years by California Transportation Commission.
Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA)	Advance the State's policy goals of providing mobility choices for all residents, reducing congestion, and protecting the environment	Transit capital projects	Unknown	Transit operators and local agencies who are eligible to receive STAF funds pursuant to California Public Utility Code Section 99313	None	Bond act approved by voters as Proposition 1B on November 7, 2006
Rural Planning Assistance (RPA)	Information unknown	Used for activities associated with the planning process	Unknown	Information unknown	Information unknown	
Rural Planning Assistance (RPA) Discretionary Grant	Information unknown	Used for activities associated with the planning process	Unknown	Information unknown	Information unknown	
State Planning & Research (SP&R)	Involves researching new areas of knowledge; adapting findings to practical applications by developing new technologies; and transferring these technologies, including the process of dissemination, demonstration, training, and adoption of innovations by users.	The State Planning and Research Program funds States' statewide planning and research activities. The funds are used to establish a cooperative, continuous, and comprehensive framework for making transportation investment decisions and to carryout transportation research activities throughout the State.	Unknown	State Agencies	Information unknown	The Federal share of the cost of a project carried out with SP&R funds shall be 80% unless the Secretary determines that the interests of the Federal-aid highway program would be best served by decreasing or eliminating the non-Federal share.
Health and Human Services Funding						

Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Title XX Social Services Block Grant (SSBG) (Department of Social Services)	Goals: 1. Reduce dependency, 2. Achieve self-sufficiency, 3. Protect children and families, 4. Reduce institutional care by providing home/community based care, 5. Provide institutional care when other forms of care are not appropriate.	SSBG funds a variety of initiatives for children and adults including: daycare, protective services, special services to persons with disabilities, adoption, foster care, housing, substance abuse, transportation, home-delivered meals, etc.	$1.7 billion nationwide per year. States are allocated funding based on a formula connected to the state's population	Child Welfare Services, Foster Care, Deaf Access, Community Care Licensing, CDE Child Care, and Department of Developmental Services programs.	None	Grant must be used for one of the goals of SSBG and cannot be used for certain purposes such as the purchase or improvement of land or payment of wages to any individual in social services. These funds are not allocated separately but are used in lieu of state general fund.
Community Services Block Grant (CSBG) (Department of Community Services & Development)	Assist low income persons with employment services, housing assistance, emergency referral services, nutrition and health services	Support services and activities for low-income individuals that alleviate the causes and conditions of poverty in communities.	California FY 2014 Allocation: $59,270,847	States, Territories and Tribal Governments	Unknown	
Consolidated Health Center Program (Bureau of Primary Health Care)	Offer access to comprehensive primary and preventive health care and social services to medically unserved and underserved populations.	Fund health centers that provide primary and preventative health care to all residents including diverse underserved populations. Health centers can use funds for center-owned vans, transit vouchers, and taxi fare.	$1.4 billion nationwide for FY14	Community based organizations including tribal and faith based organizations.	None	Special discounts are given to those with incomes below 200% of the poverty line
Older Americans Act Title III B - Grants for Supportive Services & Senior Centers (Administration on Aging)	Funds are awarded by formula to State units on aging for providing supportive services to older persons, including operation of senior centers. May be used to purchase and/or operate vehicles and funding for mobility management services	Capital projects and operations.	FY 2014 California allocation: $128,480,963	States and territories, recognized Native American tribes and Hawaiian Americans as well as non-profit organizations	5%	Funds are awarded to State agencies on aging and are disseminated to local organizations from there based on a formula related to the number of underserved populations in an area

Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Program for American Indian, Alaskan Native, & Native Hawaiian Elders (Administration on Aging)	This program supports nutrition, information and referral, multipurpose senior centers and other supportive services for American Indian, Alaska Native and Native Hawaiian elders. Transportation is among the supportive services, including purchase and/or operation of vehicles and for mobility management.	Patient transportation services and delivery of home-served meals	Unknown	Recognized Native American tribes and Hawaiian Americans as well as non-profit organizations.	Unknown	Funds are given based on a formula related to the share of the American Indian, Alaskan Native, and Native Hawaiian populated aged 60 and over in their respective service area
Community Mental Health Services Block Grant (Center for Mental Health Services State Planning Branch)	Improve access to community-based health-care delivery systems for people with serious mental illnesses. Grants also allot for supportive services, including funding to operate vehicles, reimbursement of transportation costs and mobility management	Capital projects and operations.	Unknown	States and Territories	None	None
Substance Abuse Prevention & Treatment Block Grant (Substance Abuse & Mental Health Services Administration)	Block grants provide funds for substance use prevention and treatment programs. Transportation-related services supported by these grants may be broadly provided through reimbursement of transportation costs and mobility management to recipients of prevention and treatment services	Plan, implement, and evaluate activities that prevent and treat substance abuse and promote public health	$1.8 billion nationwide each year for FY 2014 and 2015	States, Territories and Tribal Governments	None	20% of funds must be spent on education, 5% must go to increase the availability of treatment services for pregnant women, 5% on administrative needs and the rest of discretionary
Child Care & Development Fund Administration for Children & Human Services)	Provide subsidized child care services to low income families. Not a source of direct transportation funds, but if child care providers include transportation as part of their usual services,	Voucher payments to child care providers	Unknown	States and recognized Native American Tribes	Unknown	None

Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
	covered by their fee, these services may be covered by voucher payments					
Head Start (Administration for Children & Families)	Head Start provides grants to local public and private agencies to provide comprehensive child development services to children and families. Local Head Start programs provide transportation services for children who attend the program either directly or through contracts with transportation providers	Program expansion and cost of living adjustments	Over $8 billion in FY 2014 ($1 billion increase from 2013)	Local public and private non-profit and for-profit agencies	Unknown	The Head Start regulation requires that programs make reasonable efforts to coordinate transportation resources with other human service agencies in their communities.
TANF / CalWORKs (California work opportunity & responsibility to kids) (Department of Social Services)	Provide temporary assistance to needy families. Recipients are required to participate in activities that assist them in obtaining employment. Supportive services, such as transportation and childcare are provided to enable recipients to participate in these activities.	Cash aid paid out to eligible recipients for use on transportation and other needs	Unknown	States and Federally recognized Native American tribes. Eligible families as defined in the TANF state plan	Unknown	TANF funds cannot be used for construction or to subsidize current operating costs. State and county funds in the CalWORKS program are used to meet the TANF maintenance of effort (MOE) requirement and cannot be used to match other federal funds.
Community Development Block Grants (CDBG) (Department of Housing & Community Development)	Create or preserve jobs for low income and very low income persons.	Planning and technical assistance	Unknown	Counties with less than 200,000 residents and cities of less than 50,000 residents	Unknown	Applicants cannot be participants on the US Department of HUD CDBG entitlement program.
Regional/Local Sources						

Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Transportation Development Act (TDA) Articles 4 and 8 (1/4 cent sales tax)	Transit operating assistance and capital projects, local street and road maintenance and rehabilitation projects, pedestrian/bicycle projects	Capital projects and operations	Varies by county	Cities and counties. Allocated by population formula within each county	Unknown	
Transportation Development Act (TDA) Articles 4.5	Paratransit operating assistance and capital projects	Capital projects and operations	Up to 5% of the Local Transportation Fund revenue	Cities and counties and CTSAs	Unknown	
Local Transportation Fund (LTF)	Some counties have the option of using LTF for local streets and roads projects, if they can show there are no unmet transit needs.	Development and support of public transportation needs	Unknown	County based. Based on population, taxable sales and transit performance	Unknown	
Other Sources						
Service Clubs and Fraternal Organizations	Variety of transportation services, including capital improvements	Capital projects and operations	Unknown	Wide variety of agencies and organizations	None	May be interested in paying for bus benches or shelters
Advertising on Buses	Variety of transportation services, including capital improvements	Various projects and operations	Unknown	Wide variety of agencies and organizations	None	
Employers	Variety of transportation services, including capital improvements	Capital projects and operations	Unknown	Wide variety of agencies and organizations	None	Employers sometimes are willing to underwrite transportation to support their workers getting to/from worksite.
In-Kind	Donations from the community that support transit planning and services	Varies	Unknown	Varies	None	Value of donations can count towards amount for funding requirement

APPENDIX C: RESOURCES

Although the sources used to write this update are referenced in footnotes, the following is a more detailed list of many of the sources utilized to write this plan, inform our outreach, and resources that provide relevant and useful information related to this project.

"Administration on Aging (AoA)" Administration for Community Living. United States Department of Health and Human Services. Accessed here: http://www.aoa.acl.gov/AoA_Programs/HCLTC/supportive_services/index.aspx

"Affordable Care Act – Aging and Disability Resource Center." Catalog of Federal Domestic Assistance. Accessed here: https://www.cfda.gov/index?s=program&mode=form&tab=core&id=983b4e60ccbaaec266ff78fe7aaf87b3

"Alternatives Analysis (5339)." Federal Transit Administration. United States Department of Transportation. Accessed here: http://www.fta.dot.gov/grants/13094_7395.html

California Transportation Commission, "2014 report of STIP Balances County and Interregional Shares," 2014. Accessed here: http://www.catc.ca.gov/programs/STIP/orange_books/2014_Orange_Book.pdf

"California Work Opportunity and Responsibility to Kids (CalWORKs)." California Department of Social Services. Accessed here: http://www.cdss.ca.gov/calworks/

"Caltrans Sustainable Transportation Planning Grants." California Department of Transportation. Accessed here: http://www.dot.ca.gov/hq/tpp/offices/orip/Grants/grants.html

"Community Development Block Grant Program-CDBG." U.S. Department of Housing and Urban Development. Accessed here: http://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/communitydevelopment/programs

"Community Mental Health Block Grant (MHBG)." California Department of Health Care Services. Accessed here: http://www.dhcs.ca.gov/services/MH/Pages/MHBG.aspx

"Consolidated Health Centers (Community Health Centers, Migrant Health Centers, Health Care for the Homeless, and Public Housing Primary Care)." Catalog of Federal Domestic Assistance. Accessed here: https://www.cfda.gov/index?s=program&mode=form&tab=core&id=02e94a19f6a571b8a9567d47bc893e1e

"Creating Connected Communities: A Guidebook for Improving Transportation Connections for Low-and Moderate-Income Households in Small and Mid-Sized Cities," U.S. Department of Housing and Urban Development and Office of Policy Development and Research, http://www.huduser.org/portal/publications/pdf/Creating_Cnnted_Comm.pdf, April 2014.

"Developmental Disabilities Projects of National Significance." Catalog of Federal Domestic Assistance. Accessed here: https://www.cfda.gov/index?s=program&mode=form&tab=core&id=509a37ef1b4afb97275134d77a47d3fb

"Disability." American Community Survey. United States Census Bureau. United States Department of Commerce. Accessed here: https://www.census.gov/people/disability/methodology/acs.html

"Fact Sheet: Substance Abuse Prevention and Treatment Block Grant." Accessed here: http://beta.samhsa.gov/sites/default/files/sabg_fact_sheet_rev.pdf

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APPENDIX D: STAKEHOLDER LIST

The following list consists of organizations, department, agencies and/or individuals who should be at the table when it comes to the discussion on coordinated transportation. Note this list is not comprehensive and some these contacts may change in the next few years; however, this list can be used a starting point for outreach.

SIERRA COUNTY GOVERNMENT (VARIOUS DEPARTMENTS AND UNITS)

- Health and Human Services
    - Mental Health

- Board of Supervisors
    - Transportation Commission

- Local governments

SIERRA COUNTY OFFICE OF EDUCATION

SENIOR CENTERS

Golden Rays Senior Citizens Inc.
Incorporated Senior Citizens of Sierra County

PLACES OF WORSHIP

Downieville Assembly of God