
COORDINATED PUBLIC TRANSIT – HUMAN
SERVICES TRANSPORTATION PLAN
MODOC COUNTY

Final Draft Plan

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Modoc County Transportation Commission

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GLOSSARY OF ACRONYMS

- ACS – American Community Survey
- ADA – Americans with Disabilities Act
- ADHC – Adult Day Health Care
- AMVETS – American Veterans
- 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
- CTC – California Transportation Commission
- CTC – County Transportation Commissions
- CTSA – Consolidated Transportation Service Agency
- CTPP – California Tribal TANF Partnership
- DART – Dimensional Association Resources and Training
- DHHS – Department of Health and Human Services
- DOF – Department of Finance
- DOT – Department of Transportation
- FTA – Federal Transit Administration
- FY – Fiscal Year
- HCBS – Home and Community-Based Services
- HIPAA – Health Insurance Portability and Accountability Act
- HRA – Human Resource Agency
- IEP – Individualized Education Program
- JARC – Job Access and Reverse Commute
- JPA – Joint Powers Authority
- LTC – Local Transportation Commissions
- LTF – Local Transportation Funds
- MAP-21 - Moving Ahead for Progress in the 21st Century
- MOE – Maintenance of Effort
- MOU – Memorandum of Understanding
- MPO – Metropolitan Planning Organization
- MSA – Metropolitan Statistical Area
- MTA – Modoc Transportation Agency
- NEMT – Non-Emergency Medical Transportation
- OAA – Older American Act
- Paratransit – Paratransit is specialized door-to-door transport for people with disabilities who are unable to ride fixed route public transportation.
- PRHS – Pit River Health Services
- PTA – Public Transportation Account
- 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
- STAF State Transit Assistance Fund
- STF – State Transportation Funds
- STIP – State Transportation Involvement Program

Modoc County Transportation Commission

- TANF – Temporary Assistance for Needy Families
- TAP – Transportation Alternatives Program
- TDA – Transportation Development
- TE – Transportation Enhancements
- TEACH – Training, Employment & Community Help
- OAA Title III – Support and Access Services
- OAA Title VI – Grants to American Indian Tribes
- VA – Veterans Administration

1. INTRODUCTION

PURPOSE OF THE PLAN

This document is an update to the 2008 Coordinated Public Transit-Human Services Transportation Plan for Modoc County. Coordinated transportation is essential to keep people linked to social networks, employment, healthcare, education, social services, and recreation. Having access to reliable transportation can present a challenge to 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.¹

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, and 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 developed, coordinated public transit/human-services

¹ 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>

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.²

This plan is intended to meet the coordinated-planning requirement as well as to provide the Modoc 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 Modoc County Transportation Commission so that all transportation providers within Modoc 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. More recent planning documents, Transportation Commission, Transit Agency Board and/or Social Services Transportation Advisory Council (SSTAC) meeting minutes, coordinated plans from other counties, and other resources also shaped the 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:³

- 1) 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
- 4) Identify priorities based on resources, time, and feasibility

² 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.

³ 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.fta.dot.gov/documents/C9070_1G_FINAL_circular.pdf

Assessment of the targeted populations' transportation needs begins with a demographic profile in Section 2, existing transportation resources are reviewed in Section 2, 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 portions of these 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:⁴

- Public and stakeholder workshop on October 7, 2014 at 10am at the Sage Stage offices in Alturas.
- Online surveys 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/clients.
- Hard copies of public survey distributed at public meetings with postage paid envelopes.
- Solicited written comments through email or mail.

The consultants and contacts from Sage Stage and the Transportation Commission employed different techniques to advertise opportunities for engagement. Emails were sent to county agencies and non-profit organizations, an announcement was placed in the *Modoc County Record* newspaper, flyers were distributed to different people and agencies, and flyers were posted in various locations, such as county buses, county offices, and post offices. A copy of the flyers and survey data are presented in Appendix A.

The remainder of this section provides an overview of the transportation funding environment. This overview is not an exhaustive discussion on transportation funding in Modoc County, but it 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 for

⁴ 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.

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

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.

FTA SECTION 5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM⁵

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:

Eligible Projects:

- 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 and 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.



Statewide Funding Formula:

⁵ Language and information from this section was taken from the 2013 Coordinated Plan Update for Humboldt County.

- 60% to designated recipients in urbanized areas with populations over 200,000.
- 20% to states for small urbanized areas (under 200,000 population).
- 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.⁶

FTA SECTION 5311 FORMULA GRANT FOR RURAL AREAS⁷

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.

⁶ “FY Apportionment Tables.” U.S. Department of Transportation-Federal Transit Administration.
http://www.fta.dot.gov/12853_14875.html

⁷ 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 FUNDS⁸

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 Section 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

Prior to MAP-21, apportionments of Transportation Enhancements (TE)⁹ 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 Alternatives; recreational trails program; safe routes to schools program; and

⁸ Language and information from this section was taken from the 2013 Coordinated Plan Update for Trinity County

⁹ MAP-21 replaced TE with the Transportation Alternatives Program (TAP).

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.¹⁰

STATE FUNDING SOURCES

TRANSPORTATION DEVELOPMENT ACT (TDA)¹¹

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 retail 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 needs 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.¹²

- **STA** are revenues derived from sales taxes on gasoline and diesel fuels. STA is allocated annually by the Local Transportation Commission 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.

¹⁰ Caltrans Active Transportation Program (ATP).” <http://catsip.berkeley.edu/caltrans-active-transportation-program-atp>

¹¹ Language and information from this section was taken from the 2013 Coordinated Plan Update for Humboldt County

¹² The concept of “unmet needs that are reasonable to meet” is discussed later in this report.

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)¹³

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 (Section 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.

SOCIAL SERVICES FUNDING SOURCES¹⁴

This section summarizes a variety of social services funding sources. A portion of 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 and support 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 residential vendors; and

¹³ Language and information from this section was taken from the 2016 State Transportation Improvement Program (STIP) Guidelines Workshop #3 Meeting Summary

¹⁴ 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.

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.



MEDI-CAL

Medi-Cal is California's health care program for children and adults with limited incomes and resources. Medi-Cal will provide assistance with transportation expenses for non-emergency medical transportation trips for individuals who cannot meet their needs through public transit or private transportation. The transportation providers 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)¹⁵

The Social Services Block Grant (SSBG) is a flexible source of funds that states use to support a wide variety of social services 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 and other 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 all 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 health-care 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.

¹⁵ "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 and is the largest Federal program dedicated to improving publicly-funded substance abuse prevention and treatment systems.¹⁶ 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.

¹⁶ “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)¹⁷

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 sections 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.

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

¹⁷ “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

jurisdiction, while a city must levy fees within the city limits. Any fee program must have the cooperation of all jurisdictions affected.

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

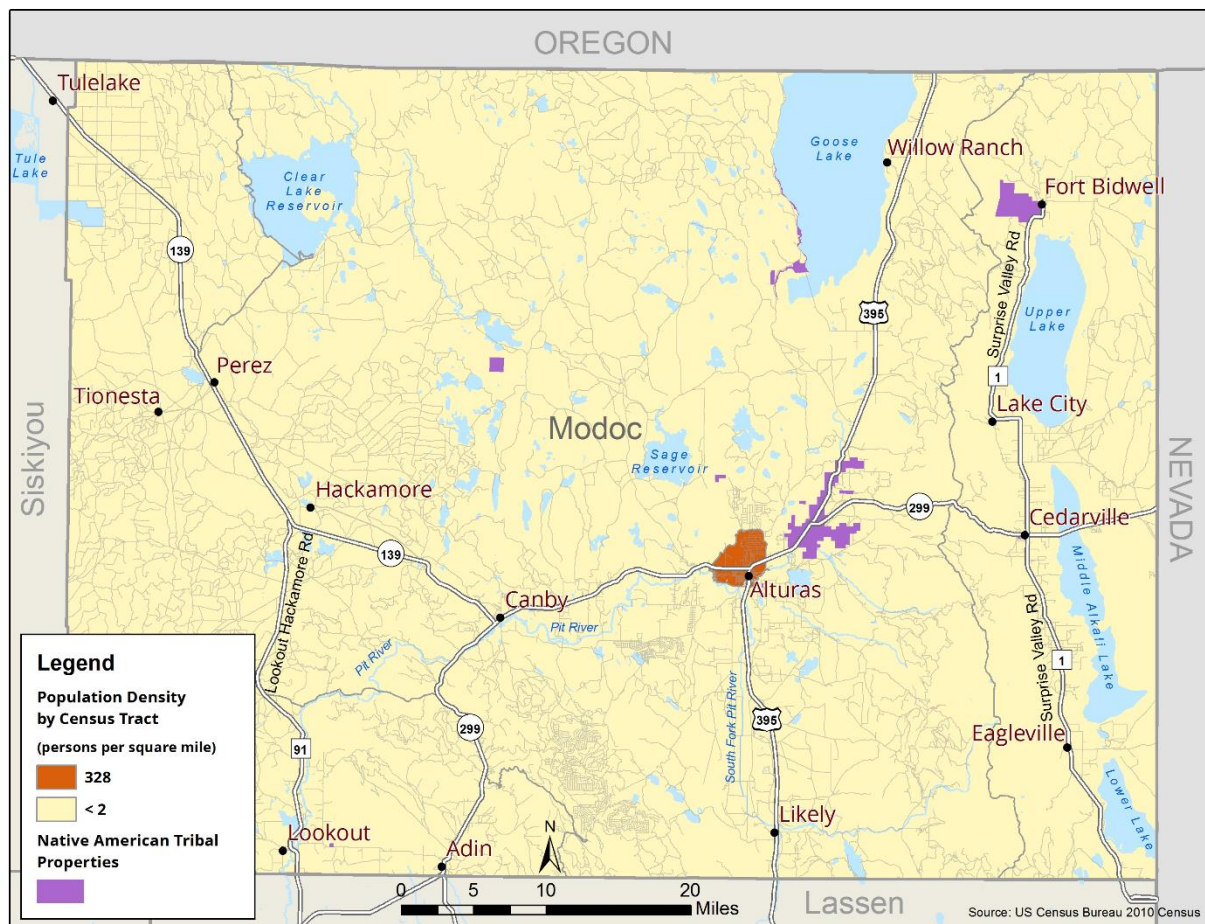
In-Kind contributions can take many forms. This can range from the donation of a vehicle, to the donation of a transit bench, right of way for bus stops or local businesses that feature transit information and/or sells transit tickets.

2. DEMOGRAPHICS PROFILE

DESCRIPTION AND DEMOGRAPHIC SUMMARY

Modoc County is located in the far northeast corner of California, bordered by Oregon to the north and Nevada to the east. Approximately 70% of the county is made up of publically owned land. It is the third least populated county in the state with one of the lowest densities, spanning approximately 4,100 square miles with an average of 2.3 people per square mile. Figure 1 below presents the population density of the county along with major transportation infrastructure.

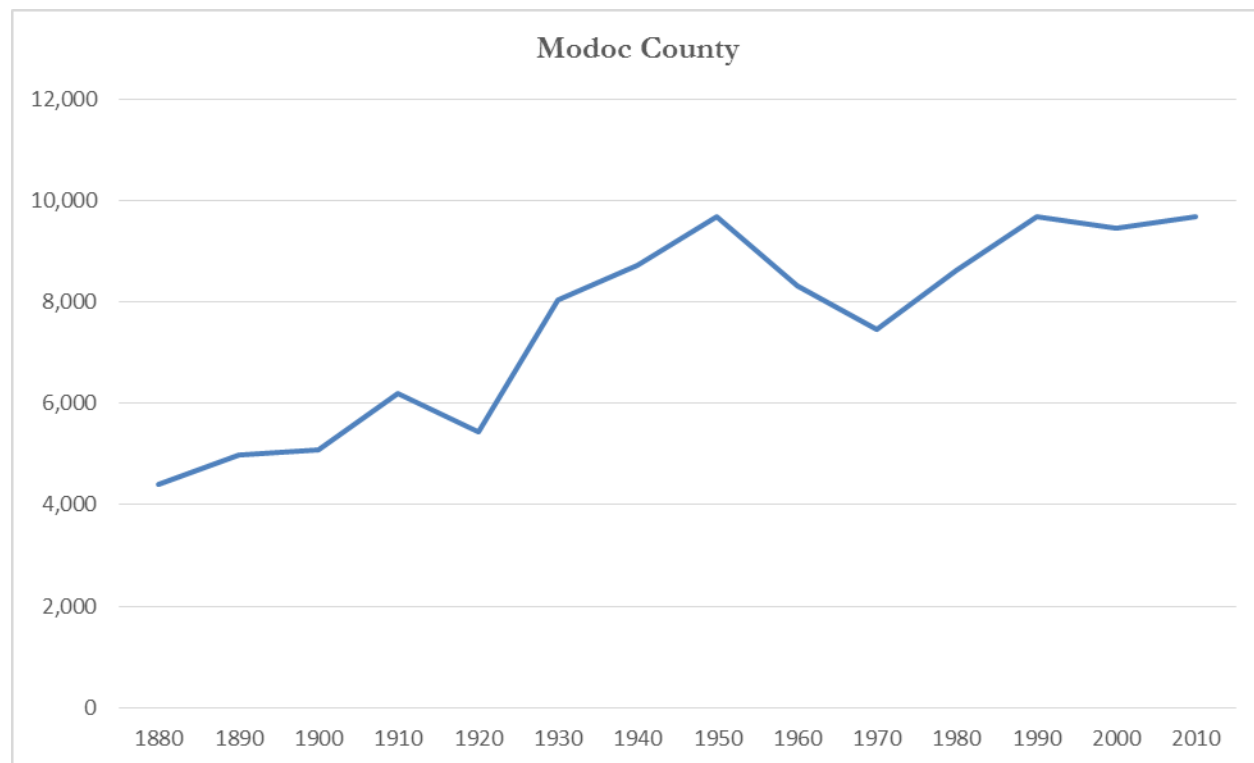
FIGURE 1-MODOC COUNTY POPULATION DENSITY MAP



Source: Pacific BFC

Only 9,468 people reside in this expansive region as of the 2013 American Community Survey. Alturas is the only incorporated city in the region, where nearly one-third of the County's residents live. Figure 2 below shows the population of Modoc County from 1880 to 2010.

FIGURE 2-POPULATION OF MODOC COUNTY 1990-2010



Source: U.S. Bureau of the Census, Decennial Census

Modoc County has more than doubled in size since its founding in 1874. The population of Modoc County grew fairly steadily from 1880 to 1910 before declining slightly in 1920 and increasing quickly until 1950. The population today is approximately the same as it was in 1950 despite a sharp drop in population from 1950 to 1970. The population of Modoc County has remained steady since 1990.

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 can also be described as transportation disadvantaged. There is considerable overlap among these groups. For example, a senior may also have disabilities and have low income.

Table 2 below provides some population characteristics, including details of the two key demographic groups of greatest concern for this report: seniors, low income persons and individuals with disabilities. For comparison, the total population and percent of the three demographic groups is also presented for California as a whole. These estimates are from the U.S. Census Bureau’s American Community Survey (ACS) 2013 5-year estimates. The table shows that the percentage of the population in Modoc County that is elderly, disabled, or below the federal poverty level is significantly higher than in California, or the United States as a whole.

LOW-INCOME RESIDENTS

According to the (ACS), an estimated 1,917 low-income persons reside in Modoc County, representing approximately 21.0% of the local population. The concentration of those below the poverty status was highest in Alturas, with 26.2% of the population below the federal poverty level.

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%
Modoc	9,468	0.03%	20.8%	21.1%	21.0%

Source: U.S. Census Bureau: American Community Survey (ACS), 2013 5 year estimates

PEOPLE WITH DISABILITIES¹⁸

According to the ACS, 21.1% of the non-institutionalized population of Modoc County has a disability, which is higher than both California's population, and the population of the United States (see Table 1). The top three disability issues for those disabled between the ages of 5 and 17 are hearing, cognitive and vision difficulty. For those 18 to 64 the top three disability issues are ambulatory, cognitive and independent living difficulty. For those 65 and older, the top three disability issues are ambulatory, hearing and independent living difficulty.

OLDER ADULTS

According to the U.S. Census Bureau, 11.8% of Californians are aged 65 or older, which is lower than the national average of 13.4%. A rate of 20.8% older adults in Modoc County is significantly higher than the statewide and national averages.

Table 2 shows how the older adult population in Modoc County is changing. Table 2, which is from Demographic Research Unit at the California Department of Finance, shows the total number of older adults (65 and older) in 2010 along with projections for every decade until 2060. As is the case nationwide, the population in Modoc County is aging. In 2010, 19.5% of Modoc County's population was aged 65 or older. Between 2010 and 2060, the number of people 65 and older overall is expected to reach approximately 31.2% of the county. According to the ACS, 37.5% of the population in Modoc County that is 65 and older has a disability.

¹⁸ "Disability." ACS. <https://www.census.gov/people/disability/methodology/acs.html>

TABLE 2-POPULATION PROJECTIONS FOR PERSONS AGED 65 AND OVER¹⁹

Age Group	2010	2020	2030	2040	2050	2060	Population Change 2010-2060
Under 65	7,766	7,368	7,247	7,531	7,478	7,105	-9%
65-74 (Young Retirees)	1,109	1,565	1,575	1,418	1,470	1,330	20%
75-84 (Young Retirees)	559	785	1,138	1,214	1,100	1,144	105%
85 or more years (Seniors)	214	247	386	610	745	742	247%
Subtotal: Population 65+	1,882	2,597	3,100	3,242	3,315	3,216	71%
% older adults, Given County	19.50%	26.06%	29.96%	30.10%	30.71%	31.16%	

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

Note: Data for this table is from the California Department of Finance and is calculated using a different method than the Census data.

¹⁹ Data from the California Department of Finance

3. EXISTING TRANSPORTATION RESOURCES

This section presents existing public transit service and transportation provided by social service transportation providers in Modoc County. Both private and public transportation services are included.

PUBLIC TRANSIT OPERATORS

MODOC TRANSPORTATION AGENCY

Modoc Transportation Agency (MTA) is the only public transit provider in Modoc County and operates the Sage Stage service through a contract with MV Transportation, Inc. The Modoc Transportation Agency was established in 1997 as a Joint Powers Authority (JPA) between the County of Modoc and the City of Alturas. MTA also serves as the Consolidated Transportation Service Agency for the region.

Sage Stage

Sage Stage provides intercity transit service for more than 10,000 people each year between the cities of:



- Alturas
- Adin
- Beiber
- Burney
- Canby
- Cedarville
- Fall River
- Klamath Falls
- Likely
- Madeline
- Newell
- Redding
- Reno
- Susanville
- Tulelake



All service originates in Alturas, however, the days when service is available varies by destination. Figures 3 and 4 below present maps of services as well as the day's services are available. The bus does not run if there are no reserved trips for the day.

Sage Stage buses will pick up at designated bus stops or at “flag stops” along the route where it is safe to stop. However, arrangements can be made to be picked up at another location. The time of pickups depends on the route being taken. Service from Alturas to Redding is provided on Mondays and Fridays with pick-ups beginning at 6:45 am. The trip departs from the Rite Aid in Alturas at 7:00 am. Service from Alturas to Reno by way of Susanville is provided on Mondays, Wednesdays and Fridays. Sage Stage stops in Susanville because of a subsidy paid to Sage Stage by Lassen County. Pick-up occurs in Alturas and the trip departs from the Rite Aid at 7:30 am. Service from Alturas to Klamath Falls is provided on Wednesdays with pick-up starting at 7:45 am. The trip departs the Alturas Rite Aid at 8:00 am. Sage Stage recently started a service on Thursdays to Ft. Bidwell that is funded with FTA Section 5311(f) funds. As staffing levels (specifically drivers) are stabilized, a Wednesday service

will be added that will allow the option of a connecting trip to the Reno or Klamath Falls intercity services.

Table 3 presents ridership information on all Sage Stage routes, including Demand Response, since the 2008 Coordinated Plan.

TABLE 3-SAGE STAGE SYSTEM WIDE PERFORMANCE STATISTICS

Route	FY 2008/09	FY 2009/10	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14
Reno	1,448	1,376	1,561	1,897	2,348	2,393
Redding	644	432	349	312	379	587
Klamath Falls	516	479	566	423	368	353
Demand Response	8,155	7,753	6,740	8,261	6,906	5,718
Total System Ridership	10,763	10,040	9,216	10,893	10,001	9,051

Source: Modoc Short Range Transit Development Plan, 2013

All Sage Stage vehicles are wheelchair accessible and intercity buses are also equipped with bike racks which can carry up to two bicycles. All vehicles are equipped with lifts for wheelchairs and other mobility devices and can accommodate up to 600 pounds. Straps are available on board to secure mobility devices during transit. In addition to mobility devices, service animals are also welcome on board, however, service animals must be on a leash and must remain in the passenger's control for the duration of the trip.

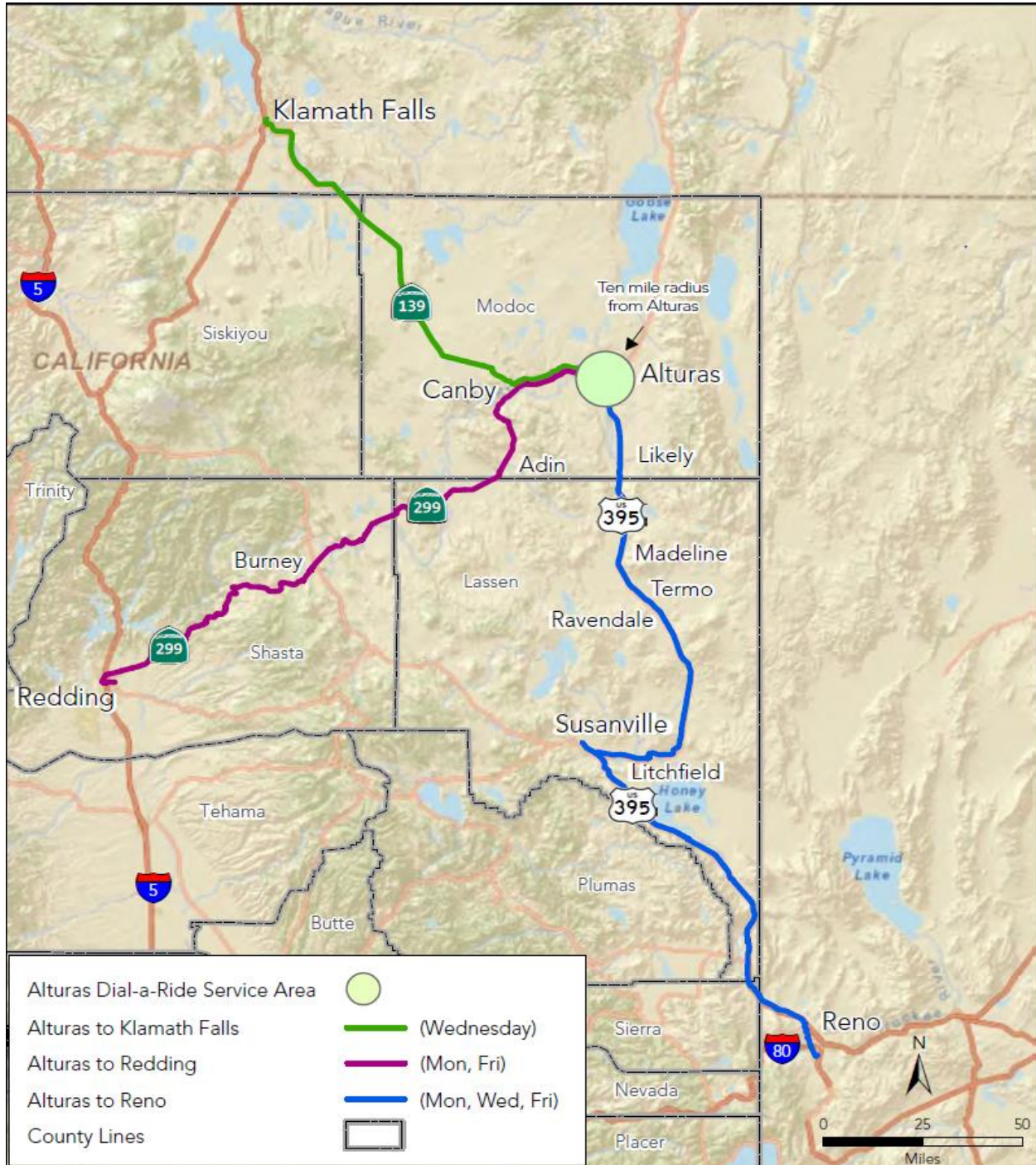
TABLE 4-SAGE STAGE FARES

Route	Origin to Destination	General Fare	Discount Fare
US 395	Alturas to Susanville	\$18.00	\$13.50
	Susanville to Reno	\$22.00	\$16.50
	Alturas to Reno	\$32.00	\$24.00
	Likely/Ravendale to Reno	\$28.00	\$21.00
	Likely/Ravendale to Susanville	\$15.00	\$11.00
SR 299	Alturas to Burney	\$16.00	\$12.00
	Burney to Redding	\$12.00	\$9.00
	Alturas to Redding	\$26.00	\$19.50
	Canby to Redding	\$21.00	\$16.00
	Adin/Beiber to Redding	\$16.00	\$12.00
	Alturas to Cedarville	\$8.00	\$6.00
SR 1	Alturas to Ft. Bidwell	\$10.00	\$8.00
	Ft. Bidwell to Cedarville	\$8.00	\$6.00
SR 139	Alturas to Canby	\$8.00	\$6.00
	Alturas to Klamath Falls	\$18.00	\$13.50
	Newell/Tulelake to Klamath Falls	\$6.00	\$4.50
Day Tripper	Alturas to Klamath	\$35.00	\$26.00
	Alturas to Redding	\$50.00	\$38.00

Source: Sage Stage website located here: <http://sagestage.com/fares/>

Table 4 above presents the fare schedule for the intercity bus routes. All fares are for a one way trip and are current as of the adoption date of this Coordinated Plan update.

FIGURE 3-EXISTING SAGE STATE SERVICES



Source: Modoc Short Range Transit Development Plan, 2013

FIGURE 4-ALTURAS TO FT. BIDWELL MAP



Source: Sage Stage

In addition to fixed route service, Sage Stage also operates a Demand Response service. Available Monday through Friday, demand response is door-to-door, shared transportation within 10 miles of

Alturas. In Alturas, the first pick up time is 8:00 am and the last drop off is 4:00 pm. For Modoc Estates, the first pick up is at 8:15 am and the last drop off is at 3:30 pm. In California Pines, the first pick up is at 8:30 am and the last drop off is at 3:00 pm. Pick up is available by advance reservation or on-demand. Reservations can be made up to 14 days in advance. Travel is scheduled on a first-come, first-served basis, although priority is given to health care appointments when scheduled at least one day in advance. Additionally, buses will only travel on paved roads.

Demand response fares are determined on a zone by zone basis. Table 5 below presents fares by zone for Sage Stage demand response. Fares were decreased from \$2.00, \$4.00 and \$6.00 for zones 1, 2 and 3 respectively on December 1, 2014. Other changes to the fares include removing the senior and disabled discounts.

TABLE 5-DEMAND RESPONSE FARES

<u>Range</u>	<u>Zone</u>	<u>General Fare</u>
0.0 - 2.0 Miles	1 - Within the City of Alturas	\$1.00
2.1 - 5.0 Miles	2 - To Modoc Estates	\$2.00
5.1 - 10.0 Miles	3 - To California Pines	\$3.00

Source: Sage Stage website located here: <http://sagestage.com/fares/>

All distances are in miles away from the Alturas City Center. Discount fares are provided to students aged 6 to 18, for trips to or from school or daycare, and children 0-12 with a fare paying adult.

There has been some discussion of extending weekday hours of demand response services as well as beginning Saturday demand response service. Extending service hours in the morning from 8:00 am to 7:30 am and extending service from 4:00 pm to 6:00 pm would cost approximately \$38,742 per year. A slightly more conservative extension would be from 4:00 pm to 5:00 pm which would cost approximately \$15,489 per year. The annual cost for one Saturday a month (the first Saturday) would be approximately \$5,143, while weekly Saturday service would cost approximately \$21,857²⁰.

SOCIAL SERVICE TRANSIT PROVIDERS

FAR NORTHERN REGIONAL CENTER

The Far Northern Regional Center is a contract center with the California Department of Developmental Services. The center serves as a fixed point of reference for individuals, and families of individuals with developmental disabilities. The mission of the center is to provide support that allows persons with developmental disabilities to live productive and valued lives as welcomed members of their communities. To this end, the center provides transportation to clients in various forms including vouchers and mileage reimbursement.

²⁰ 2013 Modoc Short Range Transit Development Plan

MODOC WORK ACTIVITY CENTER, DIMENSIONAL ASSOCIATION RESOURCES AND TRAINING (DART)

The Modoc Work Activity Center provides adult day care services in Alturas. Services offered include organized daily activities in a community-based setting, transportation, meals and professional supervision.

MODOC SENIOR CENTER

The Modoc Senior Center has a wheelchair accessible van that provides door-to-door transportation services for seniors living within a five mile radius of Alturas. Transportation is provided to programs including the nutrition site, operating Tuesday through Friday. The Senior Center also offers transportation for grocery shopping, medical appointments, and other personal business from 9:00 AM through 11:30 AM and 12:30 PM through 2:00 PM. The senior bus also delivers meals-on-wheels to homes of eligible seniors.

TULELAKE SENIOR CENTER

The Tulelake Senior Center provides door-to-door transportation to its programs as well as for seniors to access community services. It also provides delivery services to home bound seniors.

SURPRISE VALLEY SENIOR CENTER (VALLEY 50 CLUB)

The Surprise Valley Senior Center in Cedarville coordinates volunteer transportation among participating seniors, including transportation to the nutrition site. In conjunction with the Surprise Valley Hospital District, this center provides noon-time meals to eligible seniors two days per week and meals for eligible home-bound seniors as well.

CEDARVILLE RANCHERIA

The Cedarville Rancheria directly provides transportation to seniors, persons with disabilities, and persons with low incomes and also offers mileage reimbursements for tribal members.

CALIFORNIA TRIBAL TEMPORARY ASSISTANCE FOR NEEDY FAMILIES (TANF) PARTNERSHIPS

The California Tribal TANF Partnership (CTTP) was established in 2003 for the purpose of providing educational training, career and employment opportunities to Native American tribes. Services to eligible families include job training, GED training, technical skills training, job search and readiness training as well as transportation to and from these trainings.

PIT RIVER HEALTH SERVICES

Pit River Health Services (PRHS) is located in Burney, California, along with a satellite clinic on the X-L reservation in Alturas. PRHS offers medical care, dental care, behavioral health services, community health outreach services, senior nutrition services and transportation services to eligible Native American patients residing in the service area. Arrangements for transportation must be made at the time the appointment is scheduled, or at least 48 hours before the time of the appointment. No transportation is available for appointments scheduled after 5:00 PM, although a mileage reimbursement is possible.

Modoc County Transportation Commission

STRONG FAMILY HEALTH CENTER

The Strong Family Health Center provides direct transportation, with agency-owned vehicles, to Native Americans from the Alturas and Cedarville Rancherias to health services at a facility in Alturas. This entity has partnered with the County of Modoc and City of Alturas to obtain \$300,000 in funding through Congress to conduct a feasibility study that may lead to construction of a new hospital in Alturas to provide local health care to everyone.

ALLIANCE FOR WORKFORCE DEVELOPMENT, INC.

Alliance for Workforce Development, Inc. provides transportation to support individuals seeking employment. Trips include program access, job sites, health care appointments, personal business, shopping, education and job training, and social and recreation opportunities.

ALTURAS HEAD START

Alturas Head Start provides transportation to its daycare site as well as to health care appointments.

AMERICAN CANCER SOCIETY – ROAD TO RECOVERY

The Road to Recovery program from the American Cancer Society connects volunteer drivers with cancer patients who are in need of transportation to and from appointments and are unable to drive themselves, or utilize alternative forms of transportation.

This service is open to all cancer patients. Patients must be travelling to an appointment required to begin, or complete cancer treatment. Drivers are available from 9:00 am to 5:00 pm Monday through Friday. Reservations for this program must be made four days prior to the appointment for which transportation is needed.

CALIFORNIA DEPARTMENT OF REHABILITATION

The California Department of Rehabilitation in Modoc County provides transportation for health care in support of employment training. Services include mileage reimbursement, gas vouchers, carpool/fuel sharing reimbursement, and bus passes.

CANBY FAMILY PRACTICE

Canby Family Practice provides gas vouchers to its transportation-disadvantaged patients to access health care at its clinics.

MODOC COUNTY CALWORKS

Modoc County CalWORKs provides transportation to clients in support of securing employment. Sage Stage currently provides CalWORKs client's transportation provided through the provision of vouchers.

MODOC COUNTY DEPARTMENT OF HEALTH SERVICES

The Modoc County Department of Health Services provides many types of health services to Modoc County and the surrounding area. Some of these services and programs will assist with transportation to and from appointments. These programs include: children's services, perinatal services and the

Modoc County Transportation Commission

nutrition program. Sage Stage provides Health Services clients transportation through a voucher program.

MODOC COUNTY DEPARTMENT OF SOCIAL SERVICES

Modoc County Department of Social Services provides transportation with staff and volunteer drivers for health care appointments. The agency has purchased Sage Stage transportation for their program clients.

MODOC EARLY HEAD START

Modoc Early Head Start provides transportation for access to preschool, daycare, and health care appointments.

MODOC COUNTY OFFICE OF EDUCATION

The Modoc County Office of Education offers a variety of transportation services to children and their families in support of their programs including trips to schools, daycare, Head Start, health care, job training, social services, and recreational opportunities. Transportation services are provided directly by staff and through bus passes, gas vouchers, and mileage reimbursement.

MODOC COUNTY VETERANS SERVICES

Modoc County Veterans Services provides a volunteer-driver service from Alturas to Reno for Veterans to access health care. The vehicle was donated by AMVETS Department of California to Reno Veterans Administration (VA) Medical Center in Reno, Nevada; the latter provides fuel and vehicle maintenance. The County of Modoc assists through its Veterans Services Coordinator.

MODOC MEDICAL CENTER – WARNERVIEW

The Modoc Medical Center is a 16 bed medical facility serving Modoc County and the surrounding area. The Medical Center provides ambulance services for patients as well as scheduled transportation to community events.

SURPRISE VALLEY HEALTH CARE DISTRICT

The Surprise Valley Health Care District provides ambulance services 24 hours a day, 7 days a week in Modoc County. All ambulance personnel are volunteers, although they do receive pay for the time they spend responding to calls. All volunteers are certified and many are licensed EMTs.

T.E.A.C.H. INC.

T.E.A.C.H. Inc. (Training, Employment, & Community Help) offers many programs designed to assist residents of Modoc County with a variety of situations including child care, homelessness, abuse and employment. Many of these programs offer transportation assistance for needy individuals and families that would otherwise not be able to take advantage of these services. Sage Stage provides TEACH assisted clients transportation through a voucher program.

FT. BIDWELL INDIAN COMMUNITY COUNCIL

The Fort Bidwell Indian Community Council, through the Warner Mountain Indian Health Project, provides transportation for tribal members to access health care, schools, job training, and recreational opportunities through mileage reimbursement, gas vouchers, and direct transportation services with paid and volunteer drivers. Sage Stage provides service to the Ft. Bidwell Indian Community by reservation on Thursday each week. This service will be expanded to include Wednesday pending Sage Stage's ability to hire a new driver.

INTERREGIONAL TRANSIT

AMTRAK

There are no Amtrak stations, or stops in Modoc County, however, Sage Stage does provide one round trip per day, Monday through Friday, to Reno, Klamath Falls and Redding which connects passengers with the Amtrak stations in those cities.



GREYHOUND

There are no Greyhound terminals, or stops in Modoc County, however, Sage Stage does provide one round trip per day, Monday, Wednesday and Friday, to Reno, Klamath Falls and Redding which connects passengers with the Greyhound terminals in those cities.

4. COORDINATION OF SERVICES

A Consolidated Transportation Service Agency (CTSA) is an organization or agency that provides transportation coordination 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),
- Or metropolitan planning organizations (MPOs).

CTSAs present riders with a range of mobility options by coordinating transportation providers and human and social service agencies. The 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.²¹

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 vehicles, and providing information about where all of the existing services are operating and when they operate so agencies can schedule similar 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 lack of resources, which may include any combination of staff, time, and/or money.

The CTSA for Modoc County is the Modoc Transportation Agency.

SUMMARY OF COORDINATION ISSUES RAISED IN THE 2008 PLAN

BARRIERS TO COORDINATION

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

- **Funding Restrictions:** Funding restrictions includes both restricted use of funds by either statute, or institutional policy and lack of funds due to budget constraints. Various organizations reported usage restrictions on their vehicles, limiting them to only transport their clientele. Multiple organizations reported concerns that new service efforts would put too much strain on already constrained budgets.

²¹ Language and information from this section was taken from the 2013 Coordinated Plan Update for the SF Bay Area

- **Culture of Independence:** One necessity that arises from living in a rural county is the idea that things must be done on one's own. This had transferred to the agencies and organizations in Modoc County and how they operated their transportation services. Because of this there was reluctance to rely on other organizations for transportation. However, because many services are so far away for residents of Modoc County, there is a real need for transportation and coordination. These conflicting ideals pose significant issues that must be addressed.
- **Integration Issues:** Combining trips with the general public and people with developmental disabilities has been identified as a barrier, based on historical experience in Modoc County. The Modoc Work Activity Center, which provides services to people with developmental disabilities, was the public transit provider before the Modoc Transportation Agency. Through that experience, they learned that some people without developmental disabilities would not ride with people with developmental disabilities. Although general public use of public transit services increased with the establishment of Sage Stage, people with developmental disabilities continue to use Modoc Work Activity Center's transportation services.
- **Geography:** Because of the extreme rural nature of Modoc County (the population density of the county was only 2.5 persons per square mile as of the 2008 Coordinated Plan and has decreased to 2.3 persons per square mile as of this update), it is very taxing in terms of resources to coordinate services to all areas of the county. The county seat, Alturas, also has a population of only 2,827 people based on the 2010 Census. This lack of a major population center is also a barrier to coordination.
- **Insurance:** Like many rural counties, Modoc County relies on volunteer transportation to provide some services to its residents. However, because of increased insurance requirements for these volunteers it is difficult to entice new volunteers to participate. This makes coordination between the volunteer driver programs and other transportation programs more challenging.

DUPLICATION OF SERVICES:

Much of the duplication of services in Modoc County is centered in Alturas. In 2008 Modoc County had 68 vehicles to provide transportation services. Many of these vehicles were not regularly utilized, or not utilized to their full potential. This indicates service duplication as the same services could have been provided with fewer vehicles, or organizations. The storage of these vehicles is also done independently and in separate locations.

CONTEMPORARY [2014] COORDINATION

SUCCESSES/PROGRESS IN COORDINATION

The following progress has been made since the 2008 Coordinated Plan on the barriers to transportation coordination:

- **Funding Restrictions:** This continues to be a barrier to coordination efforts and will likely continue to be in the future as budgets have been, and continue to be cut across the board.

- **Culture of Independence:** The culture of independence in Modoc County has slowly begun to change in recent years, at least in part because of outreach efforts by Sage Stage targeting senior citizens and social services agencies. Sage Stage has begun attempting to coordinate services for senior citizens to assist them in reaching appointments and other necessary destinations.
- **Integration Issues:** This remains a barrier to coordination in Modoc County. In addition to the stigma against riding with the developmentally disabled, the Modoc Work Activity Center's transportation services are available for the developmentally disabled at a cheaper price than Sage Stage. However, greater integration of the developmentally disabled and general public on Sage Stage is being seen.
- **Geography:** Geography remains a barrier to coordination in Modoc County, however, progress has been made to overcome this barrier. FTA grants are received which subsidize 50% of Sage Stage operating costs which are imperative to continue the intercity services to Reno, Klamath Falls, Redding, and Ft. Bidwell, thereby continuing coordination efforts with surrounding areas. The 2013 Short Range Transit Development Plan also identifies and recommends some discounted fare structures to those making round trips which have since been implemented.
- **Insurance:** This remains a barrier to coordination in Modoc County.

DUPLICATION OF SERVICES

Duplication of services has become much less widespread since the 2008 Coordinated Plan. In a 2014 survey, respondents indicated the use of 28 vehicles to provide client transportation. This reduction in the fleet of 40 vehicles was not accompanied by a reduction in services provided, thereby indicating that less services are being duplicated. This reduction in duplication could be, at least partially attributed to improved coordination of transportation services in Modoc County.

Sage Stage also partners with CalWORKs and other social service providers to allow clients the use of Sage Stage buses for program access. The Health Center also recently purchased a vehicle from MTA for use by their youth program. The possibility for further future coordination between these two organizations exists. Sage Stage also partners with Lassen County which supports the Reno intercity route, the most successful of Sage Stage's intercity routes.

BARRIERS TO, AND OPPORTUNITIES FOR COORDINATION IDENTIFIED BY STAKEHOLDERS AND THE PUBLIC

During the stakeholder interviews for the 2013 Modoc County Short Range Transit Development Plan there was one opportunity for coordination that were identified. The following coordination possibility was taken from that report.

- The possibility exists of working with Big Valley 50+ to provide improved service in the Big Valley region. Big Valley 50+ is currently developing a service plan and could provide two daily loops among Adin, Lookout and Bieber. Big Valley 50+ may seek support from MTA

for this purpose. This coordination could also increase the transportation available for seniors and those with disabilities.

Two additional barriers to coordination were discussed during the outreach process for this Coordinated Plan update. These are summarized below.

- **Privacy:** Sage Stage is part of the Emergency Services Plan for the region. This could include assisting in the evacuation of those who need extra assistance such as patients in hospitals, seniors and the disabled. Privacy issues, such as HIPAA, could prevent the information necessary for Sage Stage to identify those in need of assistance in a timely manner from being obtained.
- **Knowledge Gaps:** Both the public and entities that provide transportation have limited knowledge about what services are provided. Many members of the public do not have knowledge of all services provided by Sage Stage and many organizations, including Sage Stage, do not know all services provided by other agencies. This knowledge gap makes coordination very difficult.

5. PROGRESS ON THE 2008 PRIORITY STRATEGIES

This section introduces and discusses the progress that has been made on the priority strategies identified in the 2008 Coordinated Plan. Section 7 will identify new high priority strategies moving forward from this Coordinated Plan update.

HIGHEST RANKED STRATEGIES AND FIVE YEAR PROGRESS

The following five priority strategies were identified as high priorities in the 2008 Coordinated Plan:

- **Coordinate Schedules, Fares and Transfers:** This strategy involves the concept of a transportation brokerage, whereby multiple transportation types and trips can be planned, and paid for in one location. This could be done regardless of the provider, or funder of the trip. The result would be a completely coordinated transportation system where all transportation is coordinated from a single location.
- **Streamline Information with 5-1-1/2-1-1 System:** There has been confusion about how to access information regarding transit services provided in Modoc County. This strategy aims at reducing that confusion by creating an easy to remember, free phone number to call to access transportation information. Nationwide the 5-1-1- number provides transportation information while the 2-1-1 number provides human services information. These two numbers individually, and combined were discussed as possible strategies.
- **Plan for Emergencies:** Invest in projects that address transportation services for those that are unable to provide for their own transportation in emergency situations. Emergency situations could include both natural and other disasters. This issue was introduced as a general safety strategy during the 2008 community workshop.
- **Streamline Payment Process:** Related to the first strategy; coordinate schedules, fares and transfers. This strategy attempts to streamline the payment process by making it easier to purchase trips for any public transit, or social services provider. Discussion revolved around the implementation of a “smart card” system, on-line payments, or the ability to pay for fares with a credit card. This would increase ridership and provide for more efficient payment collection.
- **Upgrade Level of Type of Services:** This strategy involves pursuing projects that enhance the level of transportation service currently provided. This could mean introducing door-to-door service, expanding existing service hours, or other projects that enhance the level of service.

PROGRESS IN HIGH PRIORITY STRATEGIES


The following is a discussion of progress that has been made on the five priority strategies listed and summarized above:

- **Coordinate Schedules, Fares and Transfers:** At the time the 2008 Plan was being drafted, a web-based public transit and social service provider trip-planning tool called CALnnection was under development in Modoc County to coordinate schedules, fares and transfers.

However, this program was abandoned. Other plans were put in place to coordinate the sale of tickets between Sage Stage and Greyhound. Greyhound tickets were being sold at the Sage Stage office and Sage Stage received a brokerage fee on every ticket sold. During the last year this program was in effect, Greyhound began selling Sage Stage tickets as well. However, Greyhound did not pass the revenue from those sales over the Sage Stage, or coordinate the pick-up of the passengers. This caused some hardship among passengers and eventually led the program being abandoned.

- **Streamline Information with 5-1-1/2-1-1 System:** This strategy has not been implemented, or pursued. No progress has been made.
- **Plan for Emergencies:** Sage Stage has been added to the Emergency Services Plan for the region. Recently, Sage Stage was on standby to assist in the evacuation of a subdivision that was under a mandatory evacuation order due to the Day Lookout fire.
- **Streamline Payment Process:** Sage Stage currently offers vouchers to social service agencies as a streamlined option for their clients to utilize Sage Stage services. Additionally, Sage Stage is in the process of implementing an online payment option for purchasing transportation services.
- **Upgrade Level of Type of Services:** Since the 2008 Coordinated Plan Sage Stage has upgraded the level of service provided to elderly passengers, and those with disabilities. Drivers now provide door-to-door service as well as assist passengers with packages and other belongings as needed.

OTHER NOTABLE CHANGES

- **Service to Cedarville and Ft. Bidwell:** This is a service that had been strongly advocated for by the County Supervisor for the Cedarville area and the Cedarville Rancheria. This service had been attempted in the past, however the growing elderly population in the region has prompted renewed interest. In July, 2014 Modoc County applied for, and was granted Section 5311(f) funds to pay for 50% of this route. 
- **Coordination of Transportation Services:** CalWORKs and the Department of Health and Human Services have discussed buying blocks of transportation through Sage Stage instead of providing their own transportation for clients. This would allow clients of both agencies to ride Sage Stage on CalWORKs and DHHS's dime while maintaining the efficiencies of using public transportation.
- **Selling Capital:** Sage Stage is required to sell assets by a competitive bid process. A vehicle was recently circulated for bids and was eventually sold to the Modoc Medical Center. Another vehicle is slated to be sold in the spring of 2015.
- **Independent Agency:** The Modoc County Transportation Commission and Modoc Transportation Agency is in the final stages of becoming its own public entity instead of an agency under the purview of Modoc County. This could bring many benefits to both agencies including the ability to improve revenue streams for transit and transportation infrastructure, and provide more opportunities when competing with other County agencies for employees.

There is a possibility that this could help solve the issue discussed in Section 6 regarding a lack of qualified drivers for Sage Stage buses.

6. SERVICE GAPS AND UNMET TRANSPORTATION NEEDS

This section discusses service gaps and unmet transportation needs in Modoc County. This collection of unmet needs was generated through stakeholder engagement. Input was obtained from the public, the transportation commission, the SSTAC and the 2008 Coordinated Plan. Information in this section was obtained through cooperation and consultation with Modoc County, stakeholders and the public. Unmet needs were uncovered through discussions with the public, official unmet needs processes and surveys. Full survey results can be found in Appendix A.

KEY ORIGINS AND DESTINATIONS²²

Most of the services available in the Modoc region are focused in the City of Alturas, making it a major travel destination. Residents of Tulelake and Newell are an exception, as those residents may more easily access services in Klamath Falls, Oregon. Likewise, residents of Adin tend to commute to McArthur and Burney, where wider varieties of services are available compared to the City of Alturas.

Certain key destinations are located outside of the county, such as specialized health care services and facilities, airports, employment sites, and major shopping centers. Reno, NV, Redding, CA and Klamath Falls, OR are major destinations for these needs. Also, it is important to recognize that Modoc County does not have a community college. The closest community colleges are Lassen Community College in Susanville and the College of the Siskiyous in Mt. Shasta, 96 and 153 miles from Alturas respectively.

EVALUATION CRITERIA

According to the Transportation Development Act (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. For this purpose, the Regional Planning Agency has defined both “Unmet Transit Needs” and “Needs that are Reasonable to Meet”. These definitions are used by local Social Services Technical Advisory Councils in recommending transportation services to the local Transportation Commission.

- **Unmet Transit Needs:** Those public transportation services which have not been funded or implemented but have been identified through public input, including the annual unmet transit needs public hearing, transit needs studies and other methods approved by the commission. Unmet transit needs specifically include: Public transit not currently provided for persons who rely on public transit to reach employment, medical assistance, shop for food or clothing, to obtain social services such as health care, county welfare programs and educational programs; and trips requested by the transit dependent or transit disadvantaged persons, for which there is no other available means of transportation. Transit dependent or transit disadvantaged shall include, but not be limited to, the elderly, the disabled and persons of limited means.

²² This text paraphrased from the 2008 Modoc Coordinated Plan

- **Reasonable to Meet:** The definition of Reasonable to Meet is based on the requirements of the Transportation Development Act (TDA). More specifically, those public transportation services that are Reasonable to Meet are those which meet the following criteria:
 - **1)** Pursuant to the requirements of PUC Section 99401.5 (c), a determination of needs that are reasonable to meet shall not be made by comparing unmet transit needs with the need for streets and roads. The fact that an identified need cannot fully be met based on available resources shall not be the sole reason for finding that a transit need is not reasonable to meet.
 - **2)** Services which, if implemented or funded, complies with a 10% farebox recovery ratio and/or TDA section 99268 st.seq.
 - **3)** Services which, if implemented or funded, would not duplicate or replace existing services. The (SSTAC) may use the following as a determinant in the implementation of new services
 - **A)** Forecast of anticipated ridership if service is provided
 - **B)** Estimate of capital and operating costs for the provision of such services.
 - **C)** Estimate of farebox recovery ratio.
 - **4)** Services which, if implemented or funded, would not cause the responsible operator to incur expenditures in excess of the maximum amount of:
 - **A)** Local Transportation Funds and State Transit Assistance Funds which may be available for such operator to claim.
 - **B)** Federal Transportation Administration (FTA) Funds or other support for public transportation services which are committed by federal and/or state agencies by formula or tentative approval of specific grant requests.
 - **C)** Farebox and local funding in compliance with PUC Section 99268 et.seq.²³

Based on these definitions, the service gaps and unmet needs identified in the stakeholder engagement process are placed into two categories: needs that are reasonable to meet and needs that are unreasonable to meet. The list of unreasonable to meet transit needs includes all requests to close service gaps by residents and stakeholders that are not currently considered reasonable to meet. For example, if lack of funds in the current fiscal year is keeping a new route from being created, the route would be placed on the unreasonable list. There is, however, no guarantee the unreasonable needs will ever become reasonable to meet. Both the reasonable and unreasonable lists are found below in the Gaps, Challenges and Unmet Transit Needs subsection.

GAPS, CHALLENGES, AND UNMET TRANSIT NEEDS

There were no identified unmet needs in recent SSTAC minutes or other planning documents. Through surveys and discussions with stakeholders and the public we identified seven unmet needs.

²³ This text is taken from the Caltrans website accessed here:
<http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/STATE-Tda-Unmet-Def.pdf>

These seven needs were then classified as either reasonable or unreasonable to meet with input, and in consultation with Modoc Transportation Agency staff.

REASONABLE TO MEET

- **Education on Current Services:** Discussions with potential passengers revealed that many people do not know what services are offered by Sage Stage. Increased outreach and education efforts can inform the public about the services available and increase ridership. This can be accomplished with an organized advertising campaign.
- **Expand Demand Response Service:** Demand response is a popular service in Modoc County. Of those surveyed, 50% of transit users report using demand response and 33.3% provided very positive feedback regarding demand response. There has already been some discussion about expanding the demand response service both in terms of the number of hours per day, and the number of days per week. It was determined the cost of extending service hours to 6:00pm would be \$38,742 while the cost of extending service hours to 5:00pm would be \$15,489. The cost to extend service to Saturday (once per month) would be \$5,143 while every Saturday would be \$20,572.
- **Offer Alternative Intercity Schedules for Medical Purposes:** Sage Stage intercity service is very popular. However, each route runs only once per day and if a passenger cannot make the departure or return time, they cannot ride that day. Allowing some variation, especially for medical purposes, would fulfil an important need. This does already occur to some degree. Recently, Sage Stage accommodated a dialysis patient who was traveling to Redding by extending the layover in Redding to a 4 hour time period. This type of medical accommodation should be advertised to local social services and medical centers so patients can better take advantage of this opportunity. This is also related to the need of more education on services provided.

UNREASONABLE TO MEET

- **Service to Other Major Cities:** As was mentioned above, the majority of riders on the intercity routes love the service provided and would love to see the service expanded to other major cities. Of those surveyed, 89% of respondents listed Service to Other Cities as important to the Modoc transit system. Service is available to Sacramento and San Francisco through connections to Greyhound and Amtrak in Redding and Reno. However, the possibility exists for service to Lakeview, Oregon for medical purposes.
- **Weekend Service:** There is a need for weekend service on both the intercity routes and demand response service. Weekend demand response service would allow the elderly and disabled residents of Alturas the ability to shop and socialize on the weekends, while weekend intercity service would allow for increased recreational opportunities as well as the ability to visit friends and family in other cities. Over 71% of survey respondents listed weekend service as important.
- **More Frequent Service:** Each intercity route currently only operates one trip per day. Increasing this number would allow two things. First, it would allow for those who cannot

currently take the bus due to scheduling constraints to ride the fixed route intercity system. Second, it would eliminate the need for drivers to wait at the destination city for the return trip to begin. More frequent service was listed as important by over 83% of survey respondents.

- **Lack of Qualified Drivers:** The lack of a qualified driver hiring pool continues to be a challenge which impacts driver staffing levels on a regular basis. When fully staffed, Sage Stage employs two full time drivers and three part time drivers (or a mix thereof). Sage Stage struggles with balancing services and hours between two full time drivers, and one part time driver. When driver availability and vacant positions exists, Sage Stage relies on MV Transportation (a third party contractor) to provide temporary drivers. Sage Stage pays a higher rate for temporary drivers (hourly rates, meals, mileage, lodging and overtime) that are typically based in Sacramento. Expanded choices of qualified local drivers are needed to keep these extra costs from accruing.

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 this list of strategies. These criteria were used to process, analyze, and interpret data collected from surveys, public outreach meetings, conversations with stakeholders, and other sources.

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

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?

Does the strategy:

- 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?

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 unmet needs that were found to be reasonable to meet were organized into two broad categories:

- Education/Outreach
- Expanded Service

The identification of new high priority strategies was conducted in conjunction with the Modoc Transportation Agency both keeping these broad categories in mind, and recognizing realistic constraints such as funding restrictions, time and the availability of other resources. For this reason not all reasonable to meet unmet needs were included in the high priority strategies moving forward, but all reasonable to meet unmet needs should be considered in future transportation planning. Table 6 contains the reasonable to meet unmet needs that were considered in the identification of new high priority strategies.

TABLE 6-REASONABLE TO MEET UNMET NEEDS

Transit Need	Area	Notes
Education on Current Services	Education/Outreach	This will increase ridership and satisfaction with Sage Stage
Expand Demand Response Service	Expanded Service	This will increase mobility, especially for seniors
Offer Alternative Intercity Schedules for Medical Purposes	Education/Outreach	Advertise to social services that alternative schedules can be accommodated for medical purposes

HIGH PRIORITY STRATEGIES AND PROJECTS

Wherever possible, and in consultation with the Modoc Transportation Agency and stakeholders, the priority strategies identified in the 2008 Plan were retained and included in this Coordinated Plan update. After examination of the previous priority strategies with Modoc Transportation Agency staff it was determined that none of the five previous strategies were reasonable to accomplish in the five year duration of this Coordinated Plan update. Table 7 presents the new high priority strategies:

TABLE 7-2014 HIGH PRIORITY STRATEGIES


Strategy 1	Increase Coordination Among County Agencies
Strategy 2	Maintain the Current Level of Transportation Services
Strategy 3	Expand Outreach Efforts
Strategy 4	Establish a Non-Emergency Medical Transportation Service

8. IMPLEMENTATION PLAN FOR HIGH PRIORITY STRATEGIES

This section provides, in much more detail, information on the four high priority strategies mentioned in the previous section. It is important to note that information presented in this section is conceptual. Any actual implementation of these strategies will require significant discussion and planning before real progress can be made.

Strategy 1 – Increase Coordination Among County Agencies

Every agency would like its own vehicle for transportation. This would allow the agency to operate on its own schedule and afford it the ability to access a vehicle whenever needed in an emergency situation. However, in a climate of decreasing budgets, having every agency operate its own vehicle can become prohibitively expensive. Coordinating the use of a few vehicles across various agencies is more efficient and cheaper for the county and its residents. Sage Stage, as the largest transportation provider in the county, is the logical choice to coordinate transportation services to all county agencies.

Pockets of coordination are already seen within Modoc County. CALworks has discussed buying blocks of transportation from Sage Stage for CALworks recipients needing transportation assistance. This would allow the CALworks recipients the same amount of transportation at a cheaper cost to CALworks as Sage Stage is already equipped to provide transportation within Alturas as well as Redding, Reno, Klamath Falls and Cedarville/Ft. Bidwell. The Modoc Department of Health and Human Services is also considering the purchase of blocks of transportation through Sage Stage in order to provide transportation services to its clients. Again, this would be much cheaper than having DHHS purchase its own vehicle and provide that transportation itself. Further evidence of coordination can be seen in the selling of a used Sage Stage vehicle with a useful second life to the  Pit River Tribe in Burney. This has the dual benefit of generating some revenue for Sage Stage and providing a vehicle to the Pit River Tribe at a significantly lower cost than the purchase of a new vehicle. Another example is a memorandum of understanding between Sage Stage and the Modoc County Office of Emergency Services. The MOU authorizes use of Sage Stage facilities, staff and equipment under the control of MTA during a declared state of emergency.

However, even with these successes, more coordination is possible. The possibility exists of having Sage Stage provide transportation for the Cal Pines route of the Modoc Joint School District. This was a proposed service by the school district that was abandoned due to lack of interest. Sage Stage drivers are licensed to pick up and drop off school children and this is an opportunity for coordination that should be pursued in the future. Another suggested opportunity for coordination involves transporting students to sporting events. Coordination opportunities such as, but not limited to, these should be aggressively explored in the future.

Strategy 2 – Maintain the Current Level of Transportation Services

While there are certainly transportation needs of the residents of Modoc County that are not being met, there was a level of satisfaction with the service that is currently being provided. 43% of

respondents to the online survey said there were no gaps in transportation services while all respondents said they really like Sage Stage services.

In this time of decreasing budgets and increasing competition for federal and local grant funding, it is important to first and foremost protect the current level of service from decreased funding. Conversations with stakeholders have shown transportation funding is very volatile with a decreasing trend. While these budget issues are not currently affecting operations, it would not be difficult for operational funds to also be put in danger. Before attempting to increase or expand service to other areas, Modoc Transportation Agency should make sure that funds exist, for the forecasted future, to maintain the current level of services provided. This does not mean that no changes to the transit system should occur. Constant evaluation of the services being provided should be done to determine if resources are being utilized in the most efficient manner.

This strategy should not necessitate any additional funding sources if current funding sources persist. However, if one, or more, funding sources no longer becomes a viable option, new funding sources that are identified should first be used to replace those lost operational funds.

Strategy 3 – Expand Outreach Efforts

Outreach and education is incredibly important to a transportation system. If the residents of an area do not know where they can go using a transit system, they will not utilize that system. Even in a county as small and centralized as Modoc, it is difficult to educate the public on all of the transportation services provided.

100% of online survey respondents listed access to transit information as important. Additionally, 33% of those that do not currently ride Sage Stage lack of knowledge regarding services provided as the primary reason.

Many types of outreach efforts are possible. Some examples could be television and radio ads as a way to reach a diverse audience of potential transit users. Newspaper ads could also help to attract new riders. However, the most effective way to help educate current transit users would be to visit senior centers, community centers and other groups to disseminate information regarding transportation. Also having informational booths at the District Fair and other community events would help raise the profile of Sage Stage.

Strategy 4 – Establish a Non-Emergency Medical Transportation Service

It is possible for local providers (including public agencies and non-profit organizations) to become providers of non-emergency medical transportation (NEMT) under existing Medi-Cal guidelines. Medi-Cal is California's Medicaid health insurance program. It pays for a variety of medical services for children and adults with limited income and resources. People receiving Medi-Cal covered services may be provided NEMT at Medi-Cal's expense under certain very limited circumstances. Medi-Cal will pay for NEMT only when it is provided by a carrier licensed by Medi-Cal, and only when the

individual's medical condition requires transport by a wheelchair van, litter van, or ambulance, although this can include those patients that simply require a high level of care, such as dialysis patients.

According to the California Department of Health Care Services the types of organizations that qualify to become Medi-Cal transportation providers include: 1) Clinics licensed by the Department of Health Care Services as defined in the California Health and Safety Code, 2) Health Facilities licensed by the Department of Health Care Services, 3) Adult day health care providers, 4) Home health agencies, 5) Hospices.

In Modoc County the number of organizations that could qualify to become a Medi-Cal NEMT provider is limited, although there are some that could qualify and the number increases if you include surrounding counties. Some notable organizations that might qualify include the Modoc Medical Center, Surprise Valley Health Care District, Canby Family Practice, Pit River Health Service and the Modoc Work Activity Center. There is also the possibility that additional qualifying entities will move to Modoc County in the future.

Information and instructions on how to become an NEMT provider are available on the Medi-Cal website here: http://files.medi-cal.ca.gov/pubsdoco/prov_enroll.asp.

Medi-Cal providers can offer rides to non-Medi-Cal eligible riders as long as the fare charged equals at least what is reimbursed by Medi-Cal for its eligible riders.

SUMMARY AND NEXT STEPS²⁴

The final Coordinated Public Transit-Human Services Transportation Plan will be submitted to Caltrans. This draft is available for adoption by the Modoc County Transportation Commission at its discretion. However, comments and further edits are available through the end of January, 2015 and the provision of a Final Draft Coordinated Plan can be available for adoption in February, 2015.

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).

²⁴ This text was taken from the 2013 Coordinated Plan Update for Humboldt County

APPENDIX A: PUBLIC OUTREACH MATERIAL

FIGURE 5-PUBLIC OUTREACH FLYER

Do you have unmet Transit Needs?	
Voice your opinion!	
<i>Come provide your input on plans being developed to document unmet transit needs for Modoc County residents</i>	
Date	Tuesday, October 7th, 2014
Time	10:00 AM
Location	Sage Stage and Modoc Transportation Offices: 108 S. Main Street, Alturas, CA 96101
What	We will discuss updates to the county's Coordinated Public Transit-Human Services Transportation Plan. Modoc County is encouraging the community to provide input on the new plan and share thoughts on social service transportation needs and issues
<i>Please contact Debbie Pedersen at 530-233-6410 or dpedersen@modoctransportation.com a few days in advance if you need assistance getting to the workshop, will need language interpretation, and/or other assistance during the meeting</i>	

Can't Make It?

Email Comments coordplan14@pacific.edu
Online Survey Give input online through our survey: www.surveymonkey.com/s/modoccp14

Over the Phone <i>Call us to schedule a phone survey or request a paper survey</i>
TOLL FREE NUMBER 844-462-9040
All Comments due: 10/24/2014

Coordinated Public Transit-Human Services Transportation Plan
Public Survey: Modoc County
11 Respondents

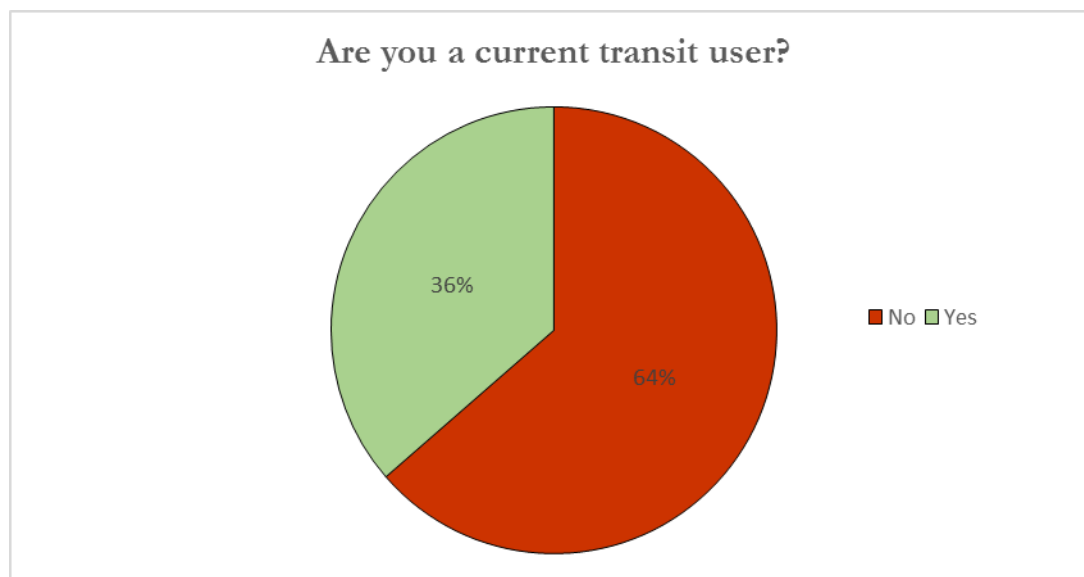
Location and Transit Use

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

Zip Code	Location	Count	%
96101	Alturas	8	72.7%
96104	Cedarville	2	18.2%
96116	Likely	1	9.1%

11 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)



11 Responses (4 yes, 7 no)

Reasons for Not Using Transit

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

Answer Options	Count	%
Own my own car	6	85.7%
I don't feel safe	0	0.0%
Don't know the routes/where it goes	1	14.3%
Too expensive	0	0.0%
Unreliable service(s)	0	0.0%
No transportation service where I live	1	14.3%
Doesn't go where I need to go	3	42.9%
Physical disabilities/mobility issues make it hard	0	0.0%
Doesn't run often enough	0	0.0%
Takes too long	1	14.3%
Other (please specify)	2	28.6%

Note: Categories overlap, people can choose not to be transit users for more than one reason

Comments from Other:

- Hospital facility
- I walk around town – everything is within 2-3 miles

7 Responses

4. What factors would make you become a transit user? (Then, go to question 9)
- If I had no other options
 - Working on utilizing services
 - Complete failure of all existing personal plans. Last resort
 - I would have taken the transit to Reno to catch a plane but could not make the available times work with my plane schedule; the next time I go, I will first determine what days the transit rides to Reno
 - If I couldn't drive my self
 - Change in lifestyle

6 Responses

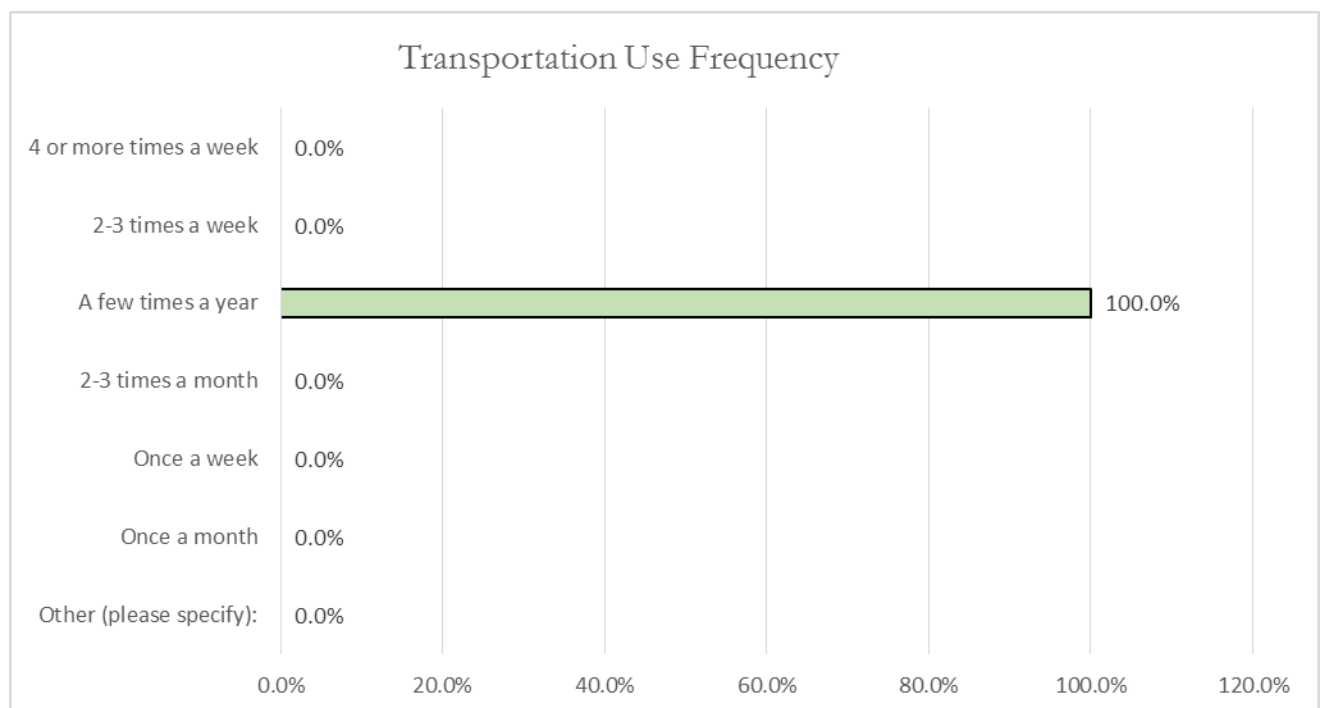
Transit Use Patterns

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

Answer Options	Percent	Count
Dial-a-Ride (DAR)	50.0%	2
Non-profit (i.e. health clinic, church, senior center van/bus)	0.0%	0
Other (please specify): own my car, Amtrack	0.0%	0
I don't use transit services in my county but use them elsewhere	0.0%	0
Private (i.e. taxi)	0.0%	0
Public bus/van service (flex/fixed route)	100.0%	4

4 Responses

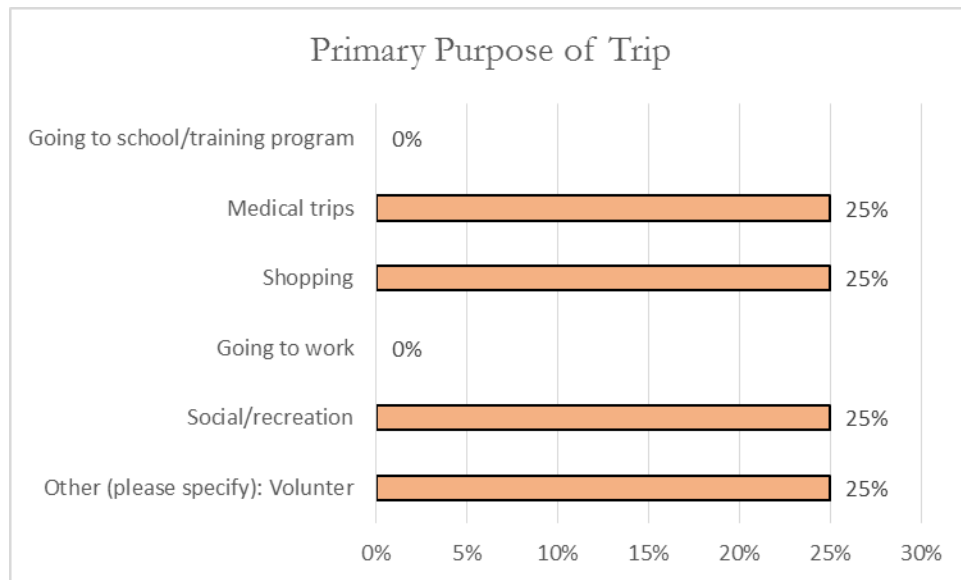
6. How often do you/have you use transportation services in your county in the past year?



2 Responses

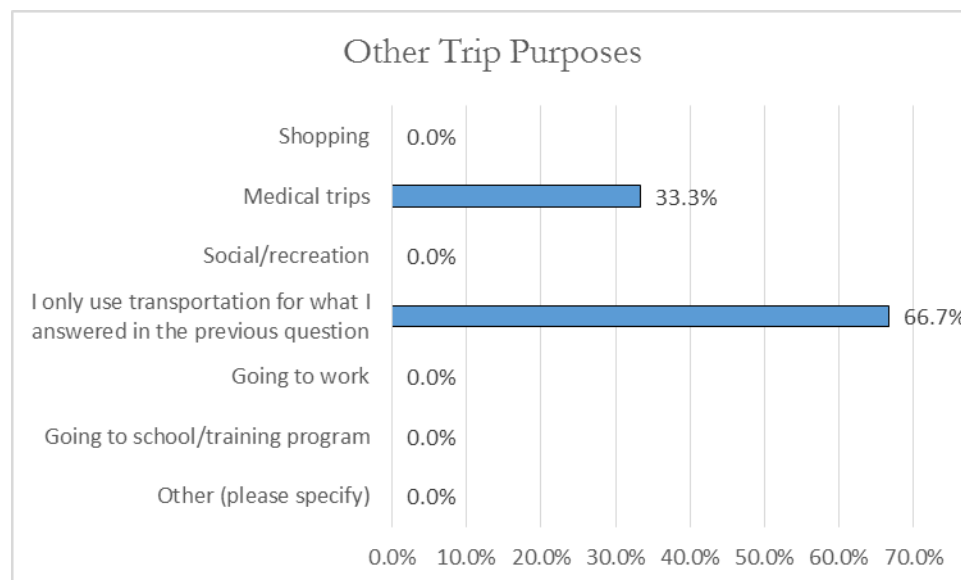
Trip Purpose

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



4 Responses

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



Comments from Other:

- Pay bills
- Going home

3 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
<i>Service to major cities</i>	0	0	1	5	3	4.22	9
<i>Service between different counties</i>	1	0	0	4	1	3.67	6
<i>Service area within my county</i>	1	0	0	7	1	3.78	9
<i>More frequent service</i>	0	0	1	4	1	4.00	6
<i>Later evening service</i>	2	0	1	1	1	2.80	5
<i>Earlier trips in the morning</i>	2	0	0	3	1	3.17	6
<i>Weekend service</i>	0	0	2	2	3	4.14	7
<i>On-time performance</i>	0	0	0	2	4	4.67	6
<i>Access to transit information</i>	0	0	0	3	4	4.57	7
<i>Faster Service to my destination</i>	0	0	2	4	0	3.67	6

Comments: The offices are nice, but not for the cold passengers who have to wait outside

11 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.

- No
- In Alturas, why are each of the offices for the few staff so grand, so warm and full of space and comfort, yet the places for passengers to wait is in the outside, so small and in the rain, snow and cold? The message to the public is: This is out money (as if it was privately owned) and we do what's best for us, with minimum needs met to qualify, because nobody can, or will complain about it. The Alturas office staff must have compared their seating with the passenger's situation and realized this. It sure is amazing what people can do with grant money.
- Multiple patients going different destinations
- Hard to use during snow, fire
- Need more days
- The low population density here in Modoc County precludes the need for a higher intensity of service
- No

7 Responses

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

- In other places the location where people wait for transport is not as inhospitable as Alturas, CA. In other places people can wait under a bigger roof, and warmer setting (closer to the general staff) The design appears to be made to discourage transportation for those who would need to “hang out” until the time of travel, and designed to favor as much as possible those benefited by the grant money to work the offices there.
- Unknown
- None
- Offer an alternating schedule (vary the days of the week) of rides to Reno or Klamath Falls once a month or every other week
- None

5 Responses

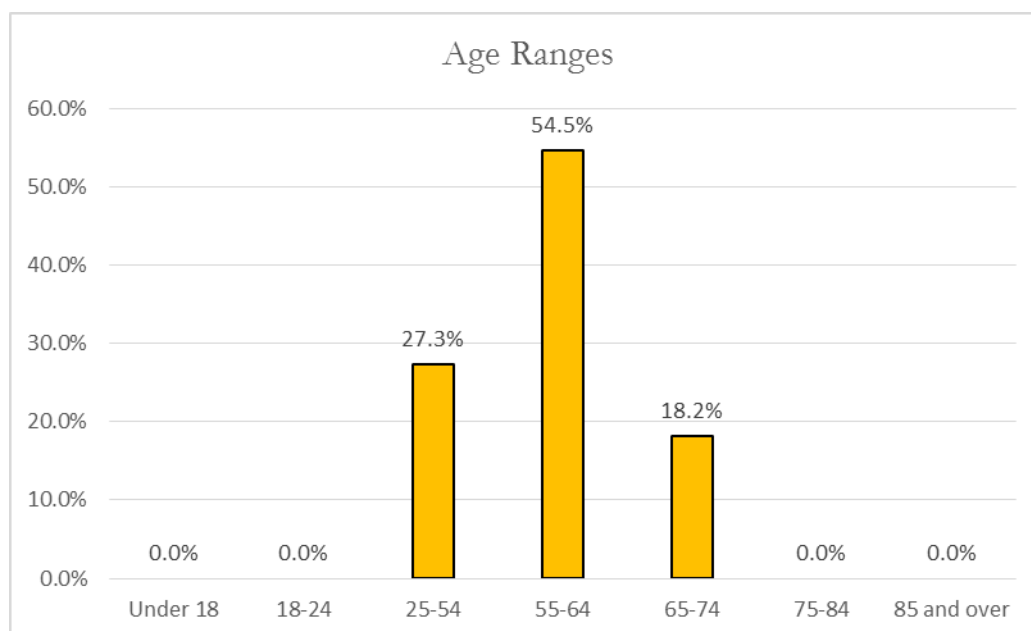
Background Information

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

Status	%	Count
Employed	72.7%	8
Unemployed	0.0%	0
Retired	27.3%	3
Homemaker	0.0%	0
Student	0.0%	0
Other	0.0%	0

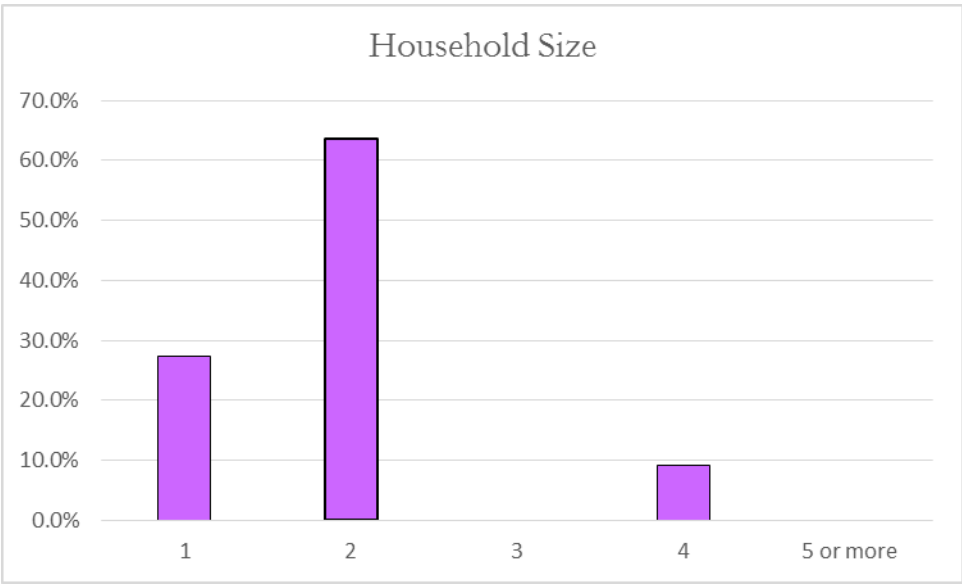
11 Responses

13. What is your age range?



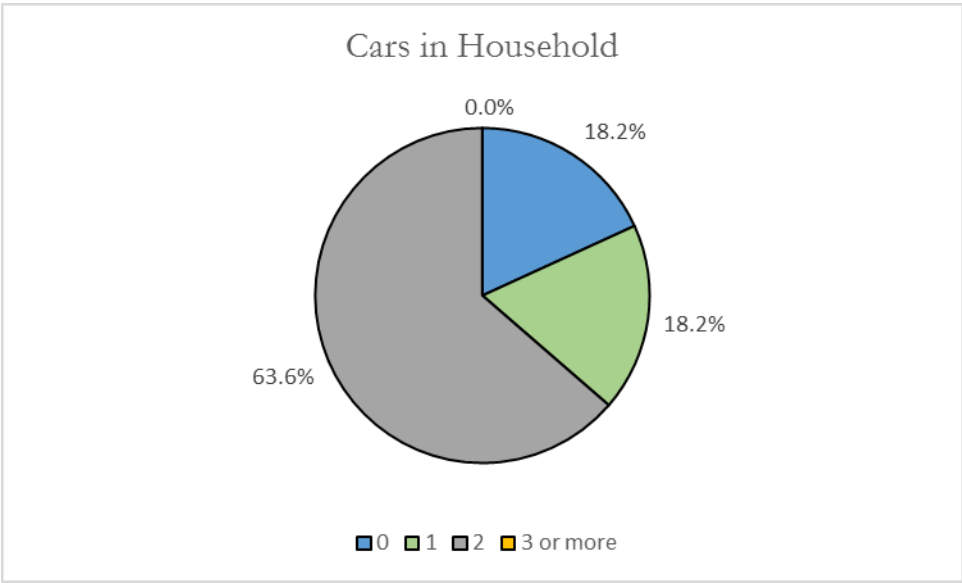
11 Responses

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



11 Responses

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



11 Responses

Modoc County Transportation Commission

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>I do not have a disability</i>	72.7%	8
<i>Hearing difficulty: deaf or have serious difficulty hearing</i>	9.1%	1
<i>Vision difficulty: blind or have serious difficulty seeing, even when wearing glasses</i>	0.0%	0
<i>Cognitive difficulty: because of a physical, mental, or emotional problem, have difficulty remembering, concentrating, or making decisions</i>	0.0%	0
<i>Ambulatory difficulty: have serious difficulty walking or climbing stairs</i>	9.1%	1
<i>Self-care difficulty: have difficulty bathing or dressing</i>	0.0%	0
<i>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</i>	9.1%	1
<i>Other disability (please specify)</i>	9.1%	1

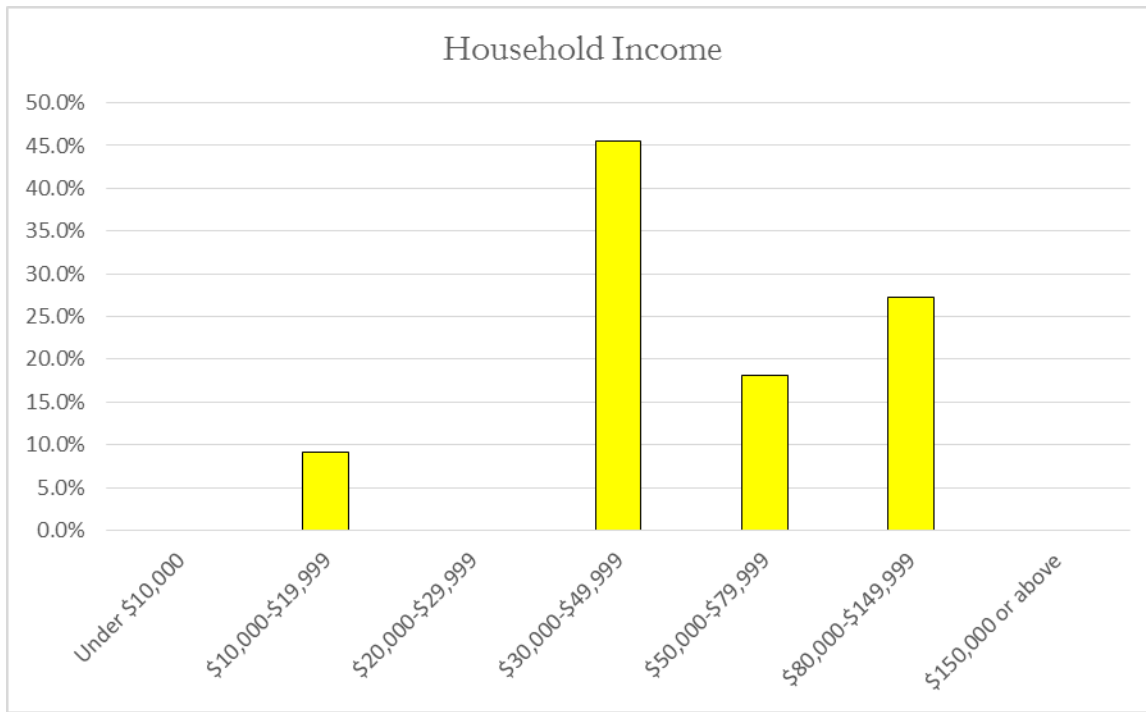
Note: Categories overlap, meaning people can have more than one disability.

Comments from Other:

- A combination of specific disabilities that requires a lifestyle change

11 Responses

17. What is your annual household income range?



11 Responses

Conclusion

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

- The funniest thing about the Alturas offices is that in their new park, which offers no shelter, they display and promote bicycle use. At least they could offer a proper way to carry bicycles in the front of their buses, like others do.
- Dial-a-ride is an awesome idea! The service to Fort Bidwell and Cedarville is an excellent idea!
- For the most part I hear positive comments.

3 responses

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.

3 responses

Contact Information

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

#	Organization Name	Address	City/Town
1	Modoc County CalWORKs Employment Program	324 S Main Street	Alturas
2	Modoc Medical Center	228 W. McDowell Ave	Alturas
3	Modoc County Health Services	441 N Main Street	Alturas
4	Modoc County CalWORKs Employment Program	324 S Main Street	Alturas
5	Transing, Employment & Community Help, Inc.	112 East 2nd Street	Alturas

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
Health care/health service provider	20.0%	1
Vocational/Employment Agency/Center	40.0%	2
Residential Care Facility	20.0%	1
Not-for-profit	20.0%	1

5 Responses

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

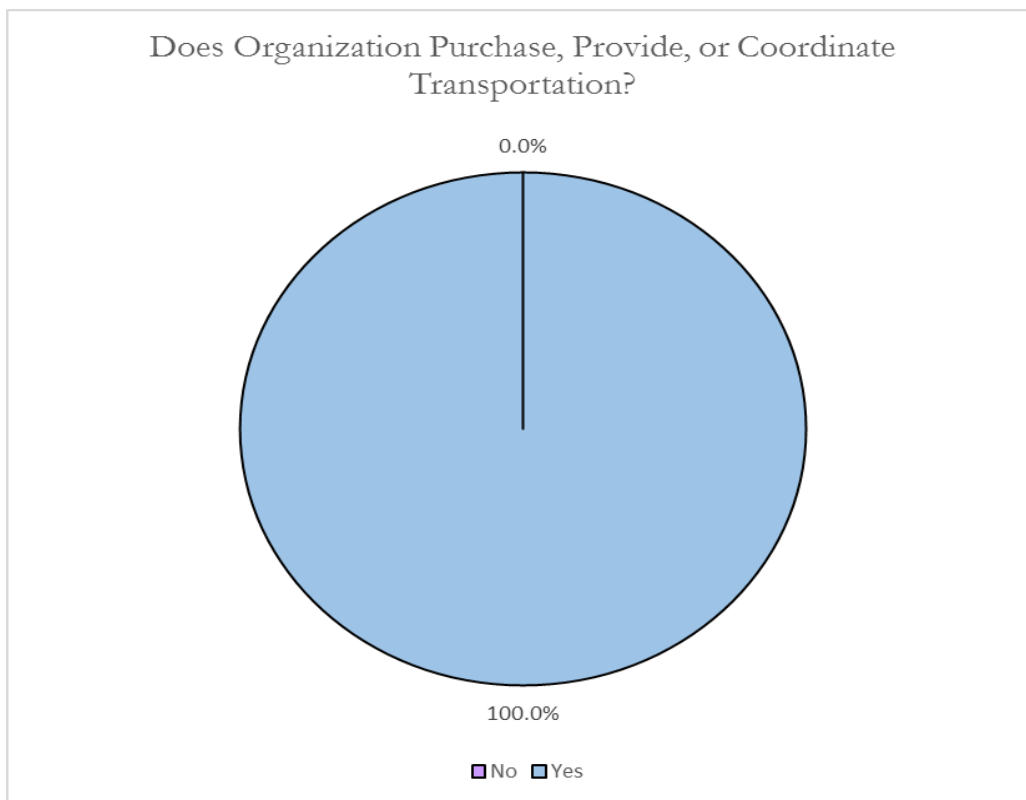
The % represents the percent of stakeholders that answered this question.

Options	%	Count
Children/Youth	40.0%	2
Students	0.0%	0
General public	40.0%	2
Persons with disabilities	40.0%	2
Persons with low incomes	80.0%	4
Seeking employment/education	20.0%	1
Pursuing counseling/substance abuse	40.0%	2
Seniors/Elderly	40.0%	2
Veterans	40.0%	2

5 Responses

Organization Type

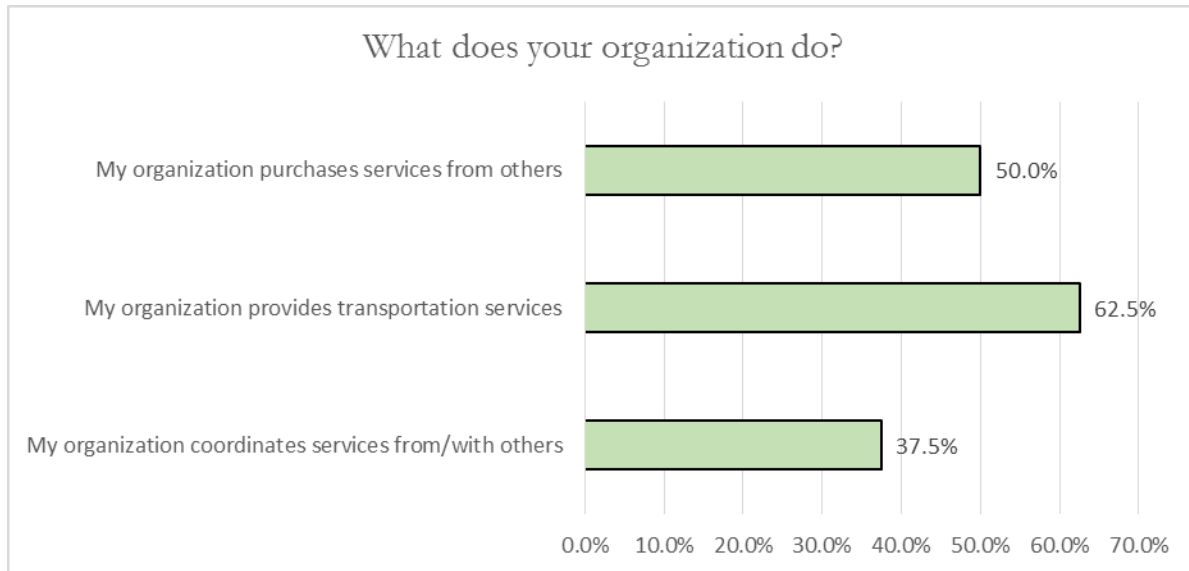
5. Does your organization provide, purchase, or coordinate any transportation services? (Skip logic question)



5 Responses

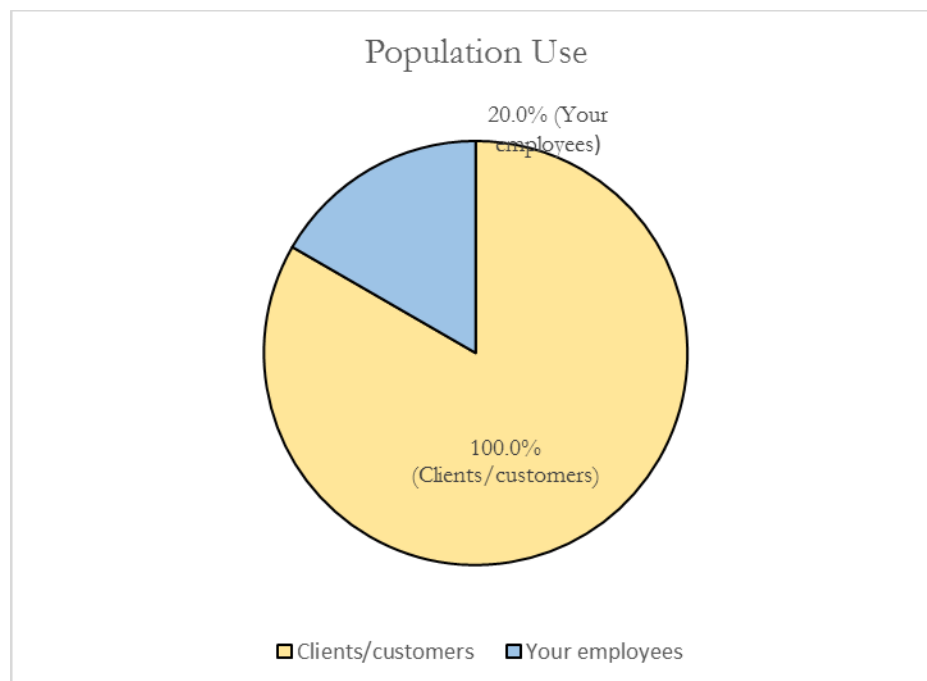
Organization Background and Transportation Services

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



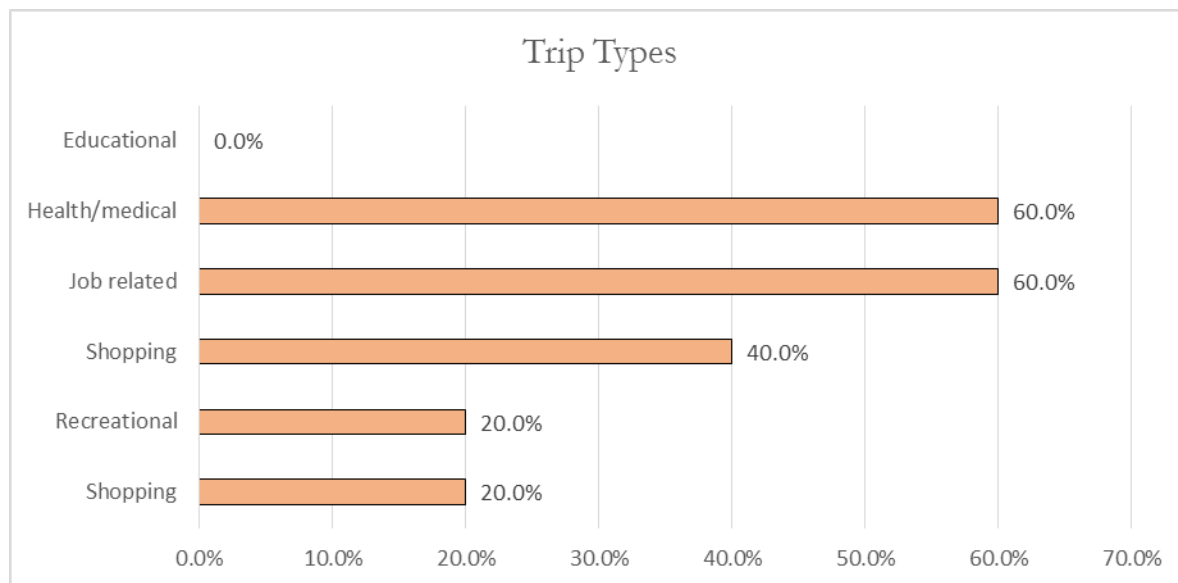
5 Responses

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



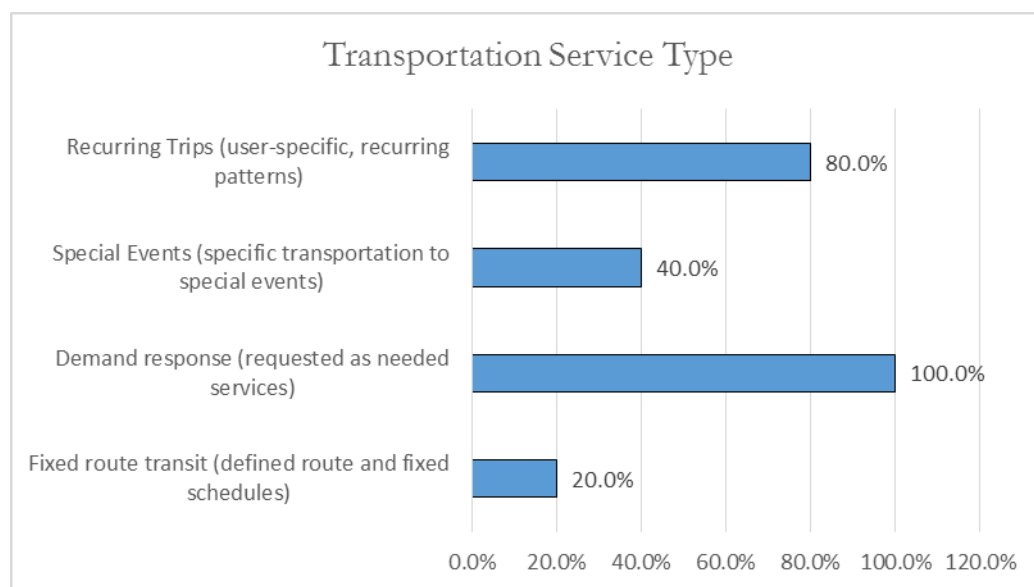
5 Response

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



5 Responses

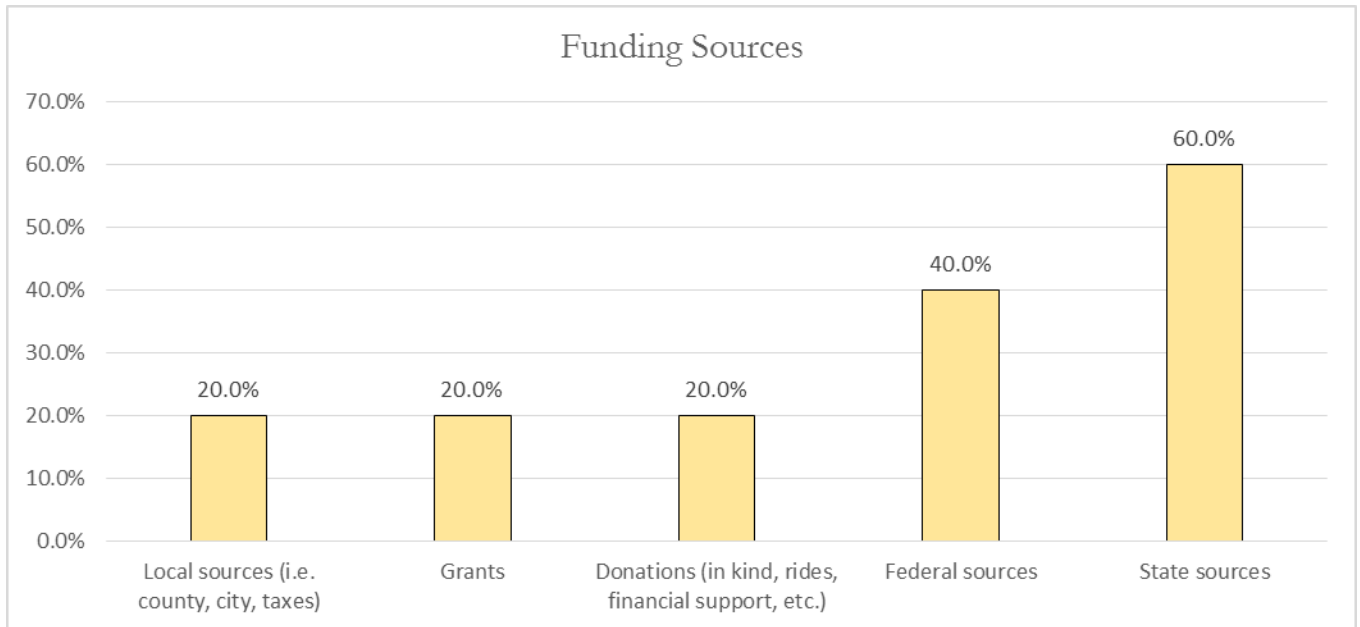
9. Please indicate the kind of transportation services your organization provides, purchases, or coordinates? Check all that apply.



5 Responses

Transportation Services

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



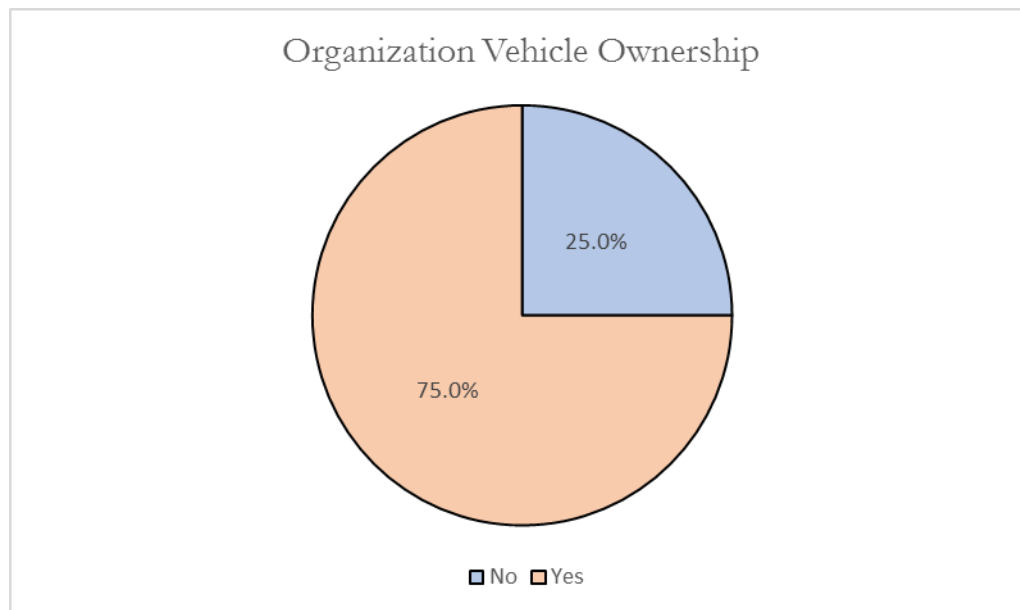
8 Responses

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

- All of the stakeholders that responded to this question provide, purchase, or coordinate services on weekdays and weekends.

4 Responses

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



4 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 three organizations that answered this question own a van. 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
Van	3	3
Car	3	7
Bus	0	0
Truck/SUV	1	6
Other	0	0

3 Responses/ Organizations

Unmet Needs, Coordination, and Duplicate Services

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

None at this time

1 Response

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

- None at this time
- No service to Cedarville, Fort Bidwell

2 Responses

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

None at this time

1 Responses

17. Please describe areas where transportation service is duplicated.

None at this time

1 Response

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

Nothing at this time

1 Responses

19. What opportunities do you see for improved coordination of transportation services?

Continue to explore opportunities to streamline our voucher/billing system to reduce workload impact on staff

1 Responses

Conclusion

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

Sage Stage/MCTC does a good job meeting the needs of our program. They are also flexible and open to opportunities to meet the on-going needs of our rural community.

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 some these contacts may change in the next few years; however, this list can be used a starting point for outreach.

TABLE 8-STAKEHOLDER LIST

<u>Name</u>	<u>Agency</u>	<u>Position</u>
Clinton Jay Davis	City of Adin	Notary Public
	CA Tribal TANF Partnerships (CTTP)	Site Manager
Greta Elliott	Canby Family Practice Clinic	Administrator
Nikki Munholand	Cedarville Rancheria	Travel Administrator
Gordon Rouse	Rabbit Traxx	Store Manager
	Ft. Bidwell Indian Community Council	
Guillermo Billy Diaz	Modoc County Behavioral Services	Behavioral Specialist
Diane Fogle	Modoc County CalWORKs Employment Program	Program Manager
Karen Stockton	Modoc County Health Services	Director
Debbie Mason	Modoc County Public Guardian	Deputy Public Guardian
Kelly Crosby	Modoc County Social Services	Director
Diane James	Modoc Medical Center	Director of Nursing
Kathleen Williamson	Modoc County Senior Citizens	Director
Harry Hitchings	Modoc Veterans Services	Director
Emily Martin	Senior Peer Counseling	
Dave Boissineau	Strong Family Health Center	Administrator
Wanda Grove	Surprise Valley Health Care District	Administrator
	Surprise Valley Senior Center	
Carol Callahan	T.E.A.C.H. Inc.	Executive Director
Lola Hurtado	Modoc Crisis Center	Director
John Dederick	Transportation Commission	Chairman
Bobby Ray	Transportation Commission	Commissioner
Bill Hall	Transportation Commission	Commissioner
David Allan	Transportation Commission	Commissioner
Dan Douglas	Lassen County RTPA	

APPENDIX B: FUNDING MATRIX

TABLE 9-FUNDING MATRIX

Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Federal Sources						
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	\$28.9 million in FY 14/15	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	Typically vans or small buses are available to support nonprofit transportation providers. Annual grant cycle. Applications are available at Caltrans website http://www.dot.ca.gov/hq/MassTrans
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, where many residents often rely on public transit to reach their destinations.	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 (total amount available for all states)	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	Funds are distributed on a formula basis to rural counties throughout the country. A portion of 5311 funds (\$45 million nationally from 2006-2009) is set aside for a Tribal Transit Program, which provides direct federal grants to Indian tribes to support public transportation on Indian reservations.
FTA Section 5311(f)	Funds public transit projects that serve intercity travel needs in non-urbanized areas.	Operations for the Klamath, Redding, Reno, and Ft. Bidwell/Cedarville routes		Public agencies, local governments, tribal governments, nonprofit agencies	50% for operating costs, 80% for capital costs	Projects are awarded on a statewide competitive basis

Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
FTA Section 5304 Transit Planning Grants: Sustainable Communities (this grant is also funded by the State Highway Account (SHA))	The purpose of this grant is to promote a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. In addition, the purpose also is to identify and address mobility deficiencies in the multimodal transportation system, encourage stakeholder collaboration, involve active public engagement, integrate Smart Mobility 2010 concepts, and ultimately result in programmed system improvements.	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	Approximately \$8.3 million will be available for the Fiscal Year 2015-16 grant cycle. The minimum grant is \$50,000 and the maximum amount per grant cannot exceed \$500,000.	Primary Recipients: MPO/RTPAs, Transit Agencies, Cities, Counties, and Native American Tribal Governments; Sub-recipients: Transit Agencies, Universities, Community Colleges, Native American Tribal Governments, 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)	Projects are awarded on a statewide competitive basis

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.	
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 (total amount available for all states)	Fed government agencies, state DOTs, public transportation agencies, nonprofit and for-profit entities.	20% non-federal share (non-federal share may be in-kind)	

Modoc County Transportation Commission

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 (total amount available for all states)	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)	Federal-Aid Highway and Bridges/ RTPA	Modoc County Road Department for FAA/FAU	\$348,736 in FY 13/14	Transit projects eligible for assistance under the Federal Transit Act	Unknown	

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Modoc County Transportation Commission

Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Federal Highway Administration (FHWA) Strategic Partnerships grant	The objective of Strategic Partnerships is to 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 for the Fiscal Year 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)	Federal and state transportation agencies may initiate pooled fund studies. Local and regional transportation agencies, private industry, foundations, and colleges/universities may partner with any or all of the sponsoring agencies to conduct pooled fund projects
Health and Human Services Funding						
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.	Transportation services for participants in Title XX programs	\$1.7 billion nationwide per year	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.

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Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Community Services Block Grant (CSBG) (Department of Community Services & Development)	Assist low income people in attaining the skills knowledge, and motivation necessary to achieve self-sufficiency.		\$247,923 in FY 12/13	States, Territories and Tribal Governments	Unknown	Modoc County shares this award with Siskiyou County
Aging & Disability Resource Center Grant Program - Part of the President's New Freedom Initiative (Dept. of Aging)	Support state efforts to create "one stop" centers to help consumers learn about and access long-term supports ranging from in-home services to nursing facility care.		\$202,443 awarded to California in 2012	All U.S. States and Territories	Unknown	Funds are awarded to the State and then disseminated to participating local agencies
HIV Care Formula Grants (Dept. of Health and Human Services)	Support programs designed to increase access to care and treatment for underserved populations, reduce need for costly inpatient care, reduce prenatal transmission, and improve health status of people with HIV. A portion of the funds can be used for transportation.		\$2,392,200,000	State, local governments, public and nonprofit private agencies.	None	75% of funds must be used for core medical services, while 25% can be used for support services such as transportation that supports a person living with HIV
Consolidated Health Center Program (Bureau of Primary Health Care)	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

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Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
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.	\$357 million	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 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	\$38 million nationwide in FY 2011	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.	\$430,000	States and territories	None	None

Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
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		\$1.68 billion nationwide in FY 2012	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)	Assists low-income families in obtaining child care so they can work or attend training/education. The program also improves the quality of childcare and promotes coordination of childhood development programs	Voucher payments to child care providers	\$4.8 billion	States and recognized Native American Tribes	Unknown	None

Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Developmental Disabilities Projects of National Significance (Administration for Children and Families)	Promote and increase independence, productivity, inclusion and integration into the community of persons with developmental disabilities, and support national and state policy that enhances these goals. Funding provides special projects, reimbursement of transportation costs and training on transportation related issues.		\$425,725 annually for California	State, local governments, public and nonprofit private agencies.	Matching requirements are specified in each published funding opportunity announcement	Projects are awarded for programs are considered innovative and likely to have significant national impact
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	\$7 billion	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.

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Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
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.	Job training services (mandated), transportation to and from training and day care.		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.	Start-up capital for small business enterprises		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.
State Sources						
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 STA	Allocated by formula to public transit operators	None	Revenues derived from sales taxes on gasoline and diesel fuels.
State Transportation Improvement Program (STIP)	Major capital projects of all types, including transit.	Transit capital projects	\$90.9 million in FY 14/15			Determined once every two years by California Transportation Commission.
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.						
Rural Planning Assistance (RPA)	To meet State mandated regional planning documents, efforts (RTP, RTIP, etc.)	Funds to support regional planning activities by MCTC	\$158,000	RTPAs are the eligible recipients of these funds	None	State Planning funds for rural planning agencies

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Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Rural Planning Assistance (RPA) Discretionary Grant	Transportation Planning	Used for activities associated with the Metropolitan and rural planning process	\$25,000	RTPAs are the eligible recipients of these funds	None	Competitive grant funds for regional transportation planning agencies.
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.	Transportation Planning	\$719,951	State Agencies		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.
FY 2013/14 Community Based Transportation Planning Grant	Community-Based Transportation Planning (CBTP) grant program promote a balanced, comprehensive, and multi-modal transportation system	Transportation Planning	\$649,553			Ninety percent (90%) of the projects costs are funded by the Caltrans grant program and the remaining ten percent (10%) is contributed by the grantee as a local match.
Regional/Local Sources						
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	None	Revenues are derived from 1/4 cent of the retail sales tax collected statewide, distributed according to the amount of tax collected in each county to a Local Transportation Fund in each county.

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Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
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 CTSA's	None	Demand Response service currently negates the need for complimentary paratransit service in Alturas
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.		\$60,000	County based. Based on population, taxable sales and transit performance	None	(LTF is derived from TDA law)
Private Sources						
Tribal Casino Transportation Programs	Coordinating transportation efforts on Indian reservations	Capital projects and operations	Unknown	Wide variety of agencies and organizations	None	Some tribes have funds available to assist with the purchase of a new vehicle or to subsidize plans to transport employees to and from the worksite.
Service Clubs and Fraternal Organizations	Variety of transportation services, especially capital improvements	Capital projects and operations	Unknown	Wide variety of agencies and organizations	None	May be interested in paying for bus benches or shelters

APPENDIX C: BIBLIOGRAPHY OF PLANNING DOCUMENTS

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