

Tulare County Coordinated Transportation Plan

TCAG



Tulare County Association of Governments



- VISALIA** 222 N. Garden, Suite 100
Visalia, California 93291
T 559.739.8072
F 559.739.8377
- FRESNO** 770 E. Shaw Avenue, Suite 120
Fresno, California 93710
T 559.439.4881
F 559.439.1142
- SAN LUIS OBISPO** 560 Higuera Street, Suite E
San Luis Obispo, California 93401
T 805.547.9498
F 805.547.9596
- TEXAS** 6807 Leameadow
Dallas, Texas 75248
T 903.566.3150
F 903.566.3510
- COLORADO** 1950 W. Littleton Blvd, Suite 101
Littleton, Colorado 80120
T 303.797.0989
F 303.797.0987



Tulare County Coordinated Transportation Plan

As required under the Safe, Accountable, Flexible, Efficient
Transportation Equity Act – A Legacy for Users

Final: October 2007

Prepared for the

Tulare County Association of Governments
Tulare County Government Plaza
5691 S. Mooney Boulevard
Visalia, California 93277
559.733.6291

Prepared by

TPG Consulting, Inc.
222 N. Garden Street, Suite 100
Visalia, California 93291
559.739.8072

Tulare County

Coordinated Transportation Plan

Lead Agency: **Tulare County Association of Governments (TCAG)**
TCAG acts as Tulare County's Council of Governments (COG) and Regional Transportation Planning Agency (RTPA). TCAG is also the designated Metropolitan Planning Organization (MPO) for Tulare County.

Mailing Address: Tulare County Government Plaza
5961 S. Mooney Boulevard
Visalia, CA 93277

Contact Person: Marvin Demmers
Associate Regional Planner

Email: mdemmers@co.tulare.ca.us

Phone: (559) 733-6291

Fax: (559) 733-6720

Preparation of this Plan was funded by a grant from the Federal Transit Administration (FTA). The policies, findings, and recommendations contained in this Plan do not necessarily represent the views of the FTA and do not obligate the FTA to provide funding to implement the contents of the Plan as adopted. This Plan does not constitute a national standard, specification, or regulation. This Plan and the data contained herein have been prepared expressly for the purposes of this project. The use of this data, the conclusions contained in the Plan, and the information provided herein by individuals or agencies is done so at their sole discretion and at their own responsibility. Publication of this Plan does not warrant the use of the data, or its conclusions for any purpose other than that described within this report.

The Tulare County Association of Governments (TCAG) assures that no person shall, on the grounds of race, color, national origin, or sex as provided by Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987 (P.L. 100.259), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity.

Americans with Disabilities Act (ADA) Information: Materials can be provided in alternative formats by contacting TCAG at (559) 733-6291.

Tulare County Coordinated Transportation Plan

TULARE COUNTY ASSOCIATION OF GOVERNMENTS

TCAG Board of Governors

Supervisor Allen Ishida, District 1	Felipe Martinez, City of Porterville
Supervisor Connie Conway, District 2	Phil Vandergrift, City of Tulare
Supervisor Phil Cox, District 3	Jack Ritchie, City of Woodlake
Supervisor J. Steven Worthley, District 4	Bob Link, City of Visalia
Supervisor Mike Ennis, District 5	Bill McKinley, Member At-Large
Terry McKittrick, City of Dinuba	Bob Zimmerman, Member At-Large
Charlie Norman, City of Exeter	Clifford Dunbar, Member At-Large
Paul Boyer, City of Farmersville	Sharri Bender-Ehlert, Caltrans
Pamela Kimball, City of Lindsay	

TCAG Staff

George Finney, Executive Director
Ted Smalley, Deputy Executive Director
Marvin Demmers, Associate Regional Planner

TPG CONSULTING, INC

Charles Clouse, AICP, Principal
Jennie Miller, Assistant Planner
Nabor Solorio, Graphic Designer

THE LOCKWOOD AGENCY

Nancy Lockwood, Principal
Becky Loyd-Kelch, Marketing/Public Relations
Laura Florez, Copywriter/Media Relations
Jocie Salveson, Designer

Table of Contents

EXECUTIVE SUMMARY	ES1
I. INTRODUCTION.....	1
What is Coordinated Transportation?	1
Federal Background (SAFETEA-LU)	1
State/Local Background	2
Overview of FTA Programs	3
Section 5310 – Elderly Individuals and Individuals with Disabilities	3
Section 5316 – Job Access and Reverse Commute (JARC)	3
Section 5317 – New Freedom	4
TCAG’s Role	5
Plan Approach.....	6
Inventory Existing Transportation Services	6
Seek Public/Stakeholder Input	6
Review and Analyze Data	6
Develop Strategies and Prioritize Needs.....	6
II. BACKGROUND DEMOGRAPHICS	7
Overview	7
Senior Population.....	11
Disabled Population	13
Low-Income Population.....	15
III. EXISTING TRANSPORTATION SERVICES.....	18
Inventory Methodology	18
Survey Summaries	19
Transportation Providers	19
Transportation Purchasers	20
System Maps	22
IV. STAKEHOLDER INVOLVEMENT	30
Outreach Efforts	30
Stakeholder Meetings	30
Stakeholder Surveys	31
V. TRANSPORTATION NEEDS AND GAPS	32
Origins, Destinations and Travel Patterns.....	32
Transportation Needs.....	33
Spatial Gaps.....	33
Temporal Gaps	33
Transportation Costs	34
Service Awareness	34
VI. IMPLEMENTATION STRATEGIES AND PRIORITIES	36
Strategies for Improved Service and Coordination	36
Federal Funding Match Sources	37

VII NEXT STEPS 38
 Funding Selection Process 38
 Coordinated Plan Updates 38

List of Figures

Figure 1 – Tulare County Location Map 8
Figure 2 – Tulare County 9
Figure 3 – Total Population by Census Tract 10
Figure 4 – Population Age 65 and Older by Census Tract 12
Figure 5 – Disabled Population by Census Tract 14
Figure 6 – Low-Income Population by Census Tract 16
Figure 7 – Vehicle Access by Census Tract 17
Figure 8 – City Operated Transit Service Areas 23
Figure 9 – Tulare County Routes 24
Figure 10 – City of Dinuba Routes 25
Figure 11 – City of Porterville Routes 26
Figure 12 – City of Tulare Routes 27
Figure 13 – City of Visalia Routes 28
Figure 14 – Kings Area Rural Transit – Visalia Route 29

List of Tables

Table 1 – Estimated Funding Allocations for California 5
Table 2 – Demographic Comparison 7
Table 3 – Disabled Population and Employment Status (2000) 13
Table 4 – Economic Indicators 15
Table 5 – Households without a Vehicle (2005) 15
Table 6 – Respondents and Eligible Populations 21
Table 7 – Implementation Priorities 37

Appendices

Appendix A – FTA Coordinated Planning Guidance
Appendix B – Contact Mailing List
Appendix C – Transportation Provider & Purchaser Survey Forms
Appendix D – Transportation Provider Survey Summaries
Appendix E – Transportation Purchaser Survey Summaries
Appendix F – Media Outreach
Appendix G – Stakeholder Meetings (associated documentation)
Appendix H – User Survey Form
Appendix I – Federal Funding Programs
Appendix J – Section 5310 Scoring Criteria

EXECUTIVE SUMMARY

The Tulare County Association of Governments (TCAG) has prepared this Public Transit-Human Services Transportation Coordination Plan to satisfy new requirements under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Purpose of the Plan

The development of this plan serves a number of purposes. This plan:

- Provides strategies to improve mobility and access to transportation for Tulare County's senior, disabled, and low-income populations;
- Feeds into Tulare County's regional planning process, to ensure that the transportation needs of the County's disadvantaged populations are reflected in the planning process; and
- Satisfies the requirements of federal funding sources for coordinated transportation and positions Tulare County to receive grant funds under SAFETEA-LU.

Elements of the Plan

This plan addresses all of the elements required of a coordinated public transit-human services transportation plan, including:

- A demographic profile of Tulare County, focusing on populations with special transportation needs;
- An inventory of transportation resources in Tulare County;
- A description of stakeholder involvement in the development of the plan;
- An analysis of common travel origins and destinations;
- An analysis of transportation needs and gaps; and
- A prioritized list of strategies to address the identified needs and gaps.

Highlights

Much of the County's population is in a demographic group that has a higher need for transportation services because they are potentially unable to drive due to age, a disability, or income status; approximately 9% of Tulare County's total population is 65 years of age or older, 13% of the total population has some type of a disability, and over 30% of the County's population is considered low-income. In addition, 8% of total households within Tulare County do not have access to a vehicle. Many of Tulare County's transportation-dependent residents live outside of the incorporated cities.

Transportation needs and gaps exist in the following areas:

- Spatial gaps – especially transportation to and from rural areas into the urban areas;
- Temporal gaps;
- Transportation costs; and
- Service awareness.

Implementation Strategies

Seven strategies were developed to address the identified needs and gaps of the County's senior, disabled, and low-income populations. These strategies are summarized and prioritized below. All proposed projects/applications submitted to TCAG under the Federal Transit Administration's (FTA) Section 5310, 5316, or 5317 programs must address at least one of these strategies to be considered for funding.

Strategy		Priority Level
1	Provide rural commuter-oriented transportation service to and from outlying County areas into the urban areas – through new service, additional service/increased frequency, and/or expansion of service area.	High
2	Provide continued or improved mobility services designed specifically for the disabled (i.e. wheelchair routes).	High
3	Expand or enhance service within the Exeter, Farmersville, Tulare, Visalia metroplex.	Medium
4	Extend service hours for rural commuter-oriented transportation service to and from outlying County areas into the urban areas – through extension of morning, evening, and/or weekend service.	High
5	Develop a fare reduction program where possible to reduce fares for seniors, individuals with a handicap, and/or low-income individuals – through subsidies and/or pass systems.	Medium
6	Implement a transit training and awareness program to assist clients in determining their transit needs and to help them build their transit trips – including mobility training for agency personnel.	Medium
7	Develop user-friendly information systems that illustrate available services and trip options, including guides/brochures, kiosks, automated routing services, etc.	Medium

I. INTRODUCTION

The Tulare County Association of Governments (TCAG) is the designated Metropolitan Planning Agency (MPO) for Tulare County, and as such is responsible for matters related to transportation planning within Tulare County. This includes reviewing and coordinating applications for programs utilizing federal funding. The completion of this document satisfies a mandate for TCAG to prepare a Public Transit-Human Services Transportation Coordination Plan, hereafter referred to as the Tulare County Coordinated Transportation Plan, as required under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

What is Coordinated Transportation?

United We Ride, an interagency Federal national initiative, defines coordinated transportation as individual human service transportation programs that make the most efficient use of limited transportation resources by avoiding duplication caused by overlapping individual program efforts and encouraging the use and sharing of existing community resources. Coordination efforts promote more extensive and higher quality service, lower costs, and easier access to transportation through more efficient use of limited funding and personnel resources.

Federal Background (SAFETEA-LU)

Executive Order 13330, signed by President Bush on February 24, 2004, established the Interagency Transportation Coordinating Council on Access and Mobility (CCAM). CCAM, comprised of 11 Federal departments was developed for the purpose of identifying and reducing transportation service duplication through coordination efforts. To that extent, the U.S. Department of Transportation (DOT) created the *United We Ride* (UWR) initiative to “support States and their localities in developing coordinated human service delivery systems”.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), signed into law by President Bush on August 10, 2005, and codified in 49 U.S.C. Chapter 53, provides \$286.4 billion in guaranteed funding for Federal surface transportation programs through fiscal year (FY) 2009, including \$52.6 billion for Federal transit programs - a 46% increase over transit funding guaranteed in the previous authorization, the Transportation Equity Act for the 21st Century (TEA-21) (taken from FTA C 9070.1F). The enactment of SAFETEA-LU amended existing Department of Transportation laws and regulations, and modified special needs transportation requirements and funding mechanisms. These new requirements include the creation of coordination transportation plans at the state, regional, and local levels, that identify the transportation needs of individuals with disabilities, older adults, and individuals with limited incomes, develop cost effective strategies to serve those needs, improve the quality and accessibility of services, and eliminate duplicative services through coordination. The State’s California Mobility Action Plan is currently being developed and is expected to be finalized by the end of 2007.

Under SAFETEA-LU all projects funded through the following Federal Transit Administration (FTA) programs must be selected through a competitive process, derived from this coordinated plan process:

Section 5310 – Elderly Individuals and Individuals with Disabilities Program

Section 5316 – Job Access and Reverse Commute Program (JARC)

Section 5317 – New Freedom Initiative

In May of this year (2007) the FTA issued final guidance for each of the above stated funding programs in the form of circulars. Each circular contains an identical chapter on the coordinated planning process, Chapter V (Coordinated Planning). This chapter states that projects selected for funding from each of these programs must be “derived from a locally developed, coordinated public transit-human services transportation plan” and that the plan be “derived through a process that includes representatives of public, private, and non-profit transportation and human services providers and participation by members of the public”. Chapter V (Coordinated Planning) is contained within Appendix A of this document.

Projects identified through the coordinated planning process and selected for FTA funding must be incorporated into both the Transportation Improvement Program (TIP) and Statewide Transportation Program (STIP). Furthermore, coordinated plans should be updated every four years, at a minimum, in cycle with metropolitan transportation plans.

State/Local Background

California has been incorporating coordination activities into its transportation planning process for almost three decades; In September of 1979 the California legislature passed AB 120, known as the “Social Service Transportation Improvement Act”. This law was enacted to promote the coordination and consolidation of transportation for social service agencies in order to improve the transportation available to social service recipients. AB 120 called for the identification and consolidation of all social service transportation services and funding, the creation of an action plan detailing the steps required to consolidate these services, and the designation of a consolidated transportation service agency in each region.

The first Social Services Transportation Action Plan for Tulare County was developed in 1981. The most recent update was authored in 2001 and was used as the basis for this Plan. The *2001 Tulare County Social Services Transportation Inventory and Action Plan* (SSTIAP) analyzed the progress that had been made since the previous update, inventoried the existing Tulare County transportation services, identified the transportation needs of social service agencies within Tulare County, analyzed the locations of sensitive populations through the use of a geographic information system (GIS), and presented a new action plan to promote the coordination and consolidation of social service transportation.

Overview of FTA Programs

The three FTA programs associated with this Coordinated Plan are designed to improve mobility for elderly individuals, individuals with disabilities, and individuals with low incomes. Program guidance and application instructions for these programs can be found on FTA's website at:

Section 5310 - http://www.fta.dot.gov/laws/circulars/leg_reg_6622.html

Section 5316 – http://www.fta.dot.gov/laws/circulars/leg_reg_6623.html

Section 5317 – http://www.fta.dot.gov/laws/circulars/leg_reg_6624.html

Section 5310 – Elderly Individuals and Individuals with Disabilities

The Section 5310 program provides capital assistance for nonprofit agencies to provide transportation for elderly and persons with disabilities. Elderly individuals are defined as all persons 65 years of age or older (at a minimum), but grantees may use a definition that extends eligibility for service to younger persons. An individual with a disability means an individual who, because of illness, injury, age, congenital malfunction, or other incapacity or temporary or permanent disability cannot use effectively, without special facilities, planning, or design, public transportation service or a public transportation facility (49 U.S.C. 5302(a)(5)). Most funds are used to purchase vehicles, but acquisition of transportation services under contract, lease or other arrangements and state program administration are also eligible expenses.

Caltrans is responsible for the planning and administration of the Section 5310 program for the State of California. Agencies that apply for 5310 funds must submit an application, which is ranked and scored by both TCAG and Caltrans annually. Applicants that demonstrate that they meet the mandates of the Americans with Disabilities Act (ADA) or Federal Clean Air Act are funded at 90% federal with a 10% local match. All other 5310 projects are funded at 80/20. The local share may be derived from Federal programs that are eligible to be expended for transportation, other than DOT programs, or from DOT's Federal Lands Highway Program.

The 5310 program will provide \$584 million through the life of SAFETEA-LU (2009). Funding is allocated to each State from the FTA by a formula based on the number of elderly persons and persons with disabilities in each state according to the latest U.S. census data. Each State then apportions out their share based on the same formula to qualifying regions and counties. Estimated California 5310 fund allocations are listed in Table 1. The Porterville Sheltered Workshop was the only Section 5310 grant recipient within Tulare County between FY 2005 to 2007.

Section 5316 – Job Access and Reverse Commute (JARC)

The JARC program provides formula funding to States and designated recipients to support the development and maintenance of job access projects designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment, including training and child care. Low-income individuals are defined as an individual whose family income is at or below 150% of the poverty line. Reverse commute grants are designed to develop transportation services to transport workers from urbanized areas to suburban job sites. Eligible activities for JARC projects include capital and operation costs associated with providing these services.

JARC projects are awarded through a competitive selection process; agencies that apply for JARC funds must submit an application, which is ranked and scored by both TCAG and Caltrans annually. The program requires a minimum 20% local match for capital projects and a minimum 50% local match for net operating costs of the project. The local share may be derived from non-DOT federal funds. Ten percent (10%) of the project funds may be used for planning purposes.

The JARC program will provide \$727 million through the life of SAFETEA-LU (2009). The JARC program was originally authorized as a discretionary program under TEA-21, but changed to a formula program under SAFETEA-LU. Estimated California JARC fund allocations are listed in Table 1. JARC funding is allocated to States based on the number of eligible low-income and welfare recipients in urbanized and non-urbanized areas. An urbanized area is defined by the FTA as an area encompassing a population of not less than 50,000 people that has been defined and designated in the most recent decennial census as an “urbanized area” by the Secretary of Commerce. A non-urbanized area is defined as an area outside of an “urbanized area”, including rural and urban areas under 50,000 that are not included in an urbanized area. JARC funds are allocated as follows:

- 60% to designated recipients in areas with populations over 200,000;
- 20% to designated recipients in areas with populations under 200,000; and,
- 20% to States for non-urbanized areas.

Section 5316 grant recipients between FY 2005 to 2007 include the Tulare County Association of Governments.

Section 5317 – New Freedom

The New Freedom Program is a new program under SAFETEA-LU. This new program is aimed at supporting new public transportation services and service alternatives beyond those required by the ADA that assist individuals with disabilities with transportation, including transportation to and from jobs and employment support services. Lack of adequate transportation is a primary barrier to work for individuals with disabilities; the 2000 Census showed that only 60% of people between the ages of 16 and 64 with disabilities are employed. Section 5317 funds can be used for associated capital and operating costs.

New Freedom projects are awarded through a competitive selection process; agencies that apply for New Freedom funds must submit an application, which is ranked and scored by both TCAG and Caltrans annually. The program requires a minimum 20% local match for capital projects and a minimum 50% local match for net operating costs of the project. The local share may be derived from non-DOT federal funds. Ten percent (10%) of the project funds may be used for planning purposes.

The New Freedom program will provide \$339 million through the life of SAFETEA-LU (2009). Estimated California New Freedom fund allocations are listed in Table 1. New Freedom funds are allocated to States as follows:

- 60% goes to designated recipients in urbanized areas with a population of 200,000 or more in the ratio that the number of individuals with disabilities in each such urbanized area bears to the number of individuals with disabilities in all such urbanized areas;
- 20% is apportioned among the States in a ratio that the number of individuals with disabilities in urbanized areas with a population of less than 200,000 in each State bears to the number of individuals with disabilities in urbanized areas with a population of less than 200,000 in all States; and,
- 20% is apportioned among the States in the ratio that the number of individuals with disabilities in non-urbanized areas in each State bears to the number of individuals with disabilities in non-urbanized areas in all States.

To clarify, the FTA apportions 60% among designated recipients in large urbanized areas, 20% to the States for small urbanized areas, and 20% to the States for rural and small urban areas under 50,000 in population by formula. The formula is based on the ratio that the number of individuals with disabilities in each such area bears to the number of individuals with disabilities in all such areas. The latest available U.S. Census data for individuals with disabilities over the age of 5 is used to determine the number of individuals in an area.

As stated previously, an urbanized area is defined by the FTA as an area encompassing a population of not less than 50,000 people that has been defined and designated in the most recent decennial census as an “urbanized area” by the Secretary of Commerce. A non-urbanized area is defined as an area outside of an “urbanized area”, including rural and urban areas under 50,000 that are not included in an urbanized area.

Table 1 – Estimated Funding Allocations for California

Fiscal Year	5310 Program	5316 Program JARC	5317 Program New Freedom	Total
2007	\$12,367,520	\$20,630,436	\$10,147,556	\$43,145,512
2008	\$13,479,312	\$22,349,640	\$11,063,300	\$46,892,252
2009	\$14,201,973	\$23,567,408	\$11,695,490	\$49,464,871

Source: FTA

TCAG’s Role

The chief executive officer of each State must designate a public entity to be the recipient of FTA funds. In the State of California, Caltrans is the designated recipient for all 5310, 5316, and 5317 funds. The FTA defines a designated recipient as the entity

responsible for conducting the competitive selection process in cooperation with the MPO and awarding grants to subrecipients.

As the designated MPO for Tulare County, TCAG is responsible for insuring that projects selected are derived from a locally developed, coordinated public transit-human services transportation plan, conducting the competitive selection process in cooperation with Caltrans (as stated previously), administering grants, and programming all selected projects into both the Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP) prior to FTA grant awards.

Plan Approach

TCAG's approach for developing this Coordinated Plan followed strategies set forth by the FTA in Chapter V (Coordinated Planning) of the 5310, 5316, and 5317 program circulars – part d of section 2 – entitled “Tools and Strategies for Developing a Coordinated Plan”. See Appendix A.

Inventory Existing Transportation Services

An inventory of existing transportation services was conducted to gather relevant information on agencies that currently either provide or purchase (for their clients) public transit or human services transportation within Tulare County. The provider list generated by the *2001 Tulare County Social Services Transportation Inventory and Action Plan* was used as the basis for this effort. The provider contact list was then updated to reflect new transit and human service agencies in Tulare County. See Appendix B for a copy of the contact mailing list. The final inventory of services includes both public and private transportation providers.

Seek Public/Stakeholder Input

Stakeholder involvement is the key component to any effort aimed at coordinated transportation. Efforts were made to contact special needs populations and generate public input through a series of community meetings held in various parts of the County, and through user surveys distributed through transportation providers, Health and Human Services departments, and key public agencies.

Review and Analyze Data

Upon completion of the inventory and stakeholder meetings, an analysis of existing services was conducted to assess the County's needs, gaps, and redundancies. Data generated through the inventories, surveys and public meetings was combined with geographic and demographic information for Tulare County to help define the transportation needs of individuals with disabilities, older adults, and individuals with low incomes.

Develop Strategies and Prioritize Needs

Coordination strategies to address the transportation needs of special populations within Tulare County were developed based on applicable state, operational and funding constraints, and the envisioned future of human services transportation within Tulare County. Needs were prioritized based on available resources and feasibility for implementation.

II. BACKGROUND DEMOGRAPHICS

Tulare County is centrally located within the State of California, lying in the Central San Joaquin Valley between the Coastal Range and the Sierra Nevada Mountains. See Figure 1 – Tulare County Location Map. The County covers 4,863 square miles with an average of approximately 78 people per square mile. The Eastern half of the County is comprised primarily of public lands within mountainous terrains. Very few people live in this foothill/mountainous area east of the communities of Three Rivers and Springville.

Overview

The California Department of Finance estimated the January 2007 population of Tulare County at 429,006 persons. This is a 17% increase over the 2000 U.S. Census reported population of 368,021 persons. Tulare County's largest city, and the County seat, is Visalia, with a 2007 estimated population of 117,744. Other incorporated cities include Tulare (55,935 persons), Porterville (51,467 persons), Dinuba (20,002 persons), Lindsay (11,174 persons), Exeter (10,730 persons), Farmersville (10,466 persons), and Woodlake (7,394 persons). Figures 2 and 3 depict Tulare County cities and unincorporated communities and Total Population by Census Tract respectively.

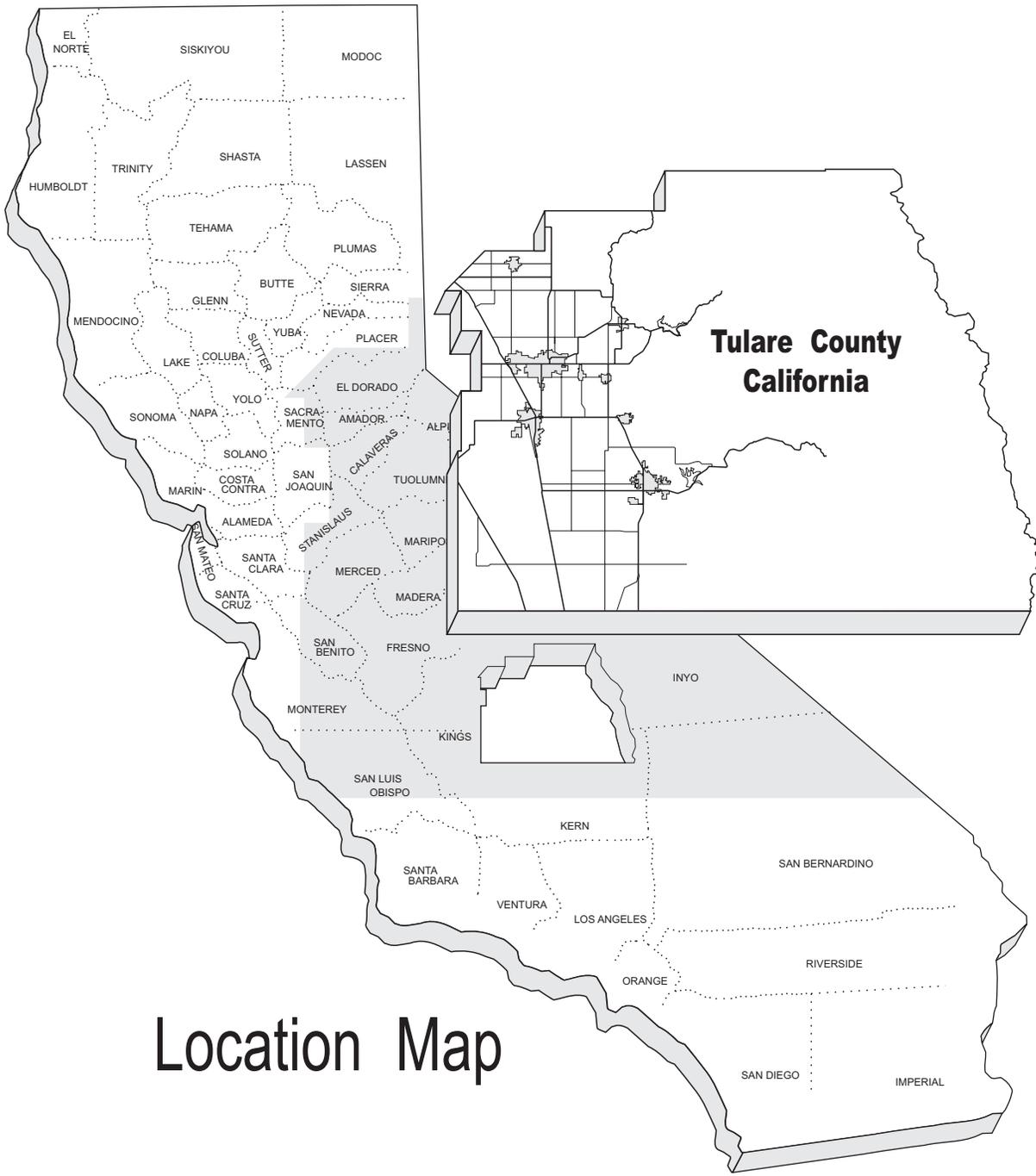
In Tulare County, individuals most likely to be dependent upon public transportation include seniors, individuals with disabilities, and low-income individuals. These populations are shown below in Table 2.

Table 2 – Demographic Comparison

Percentage of Total Population			
	Tulare County	Statewide	Nationwide
Age 65+	9%	11%	12%
With a disability	13%	13%	15%
Below poverty level	23%	13%	13%

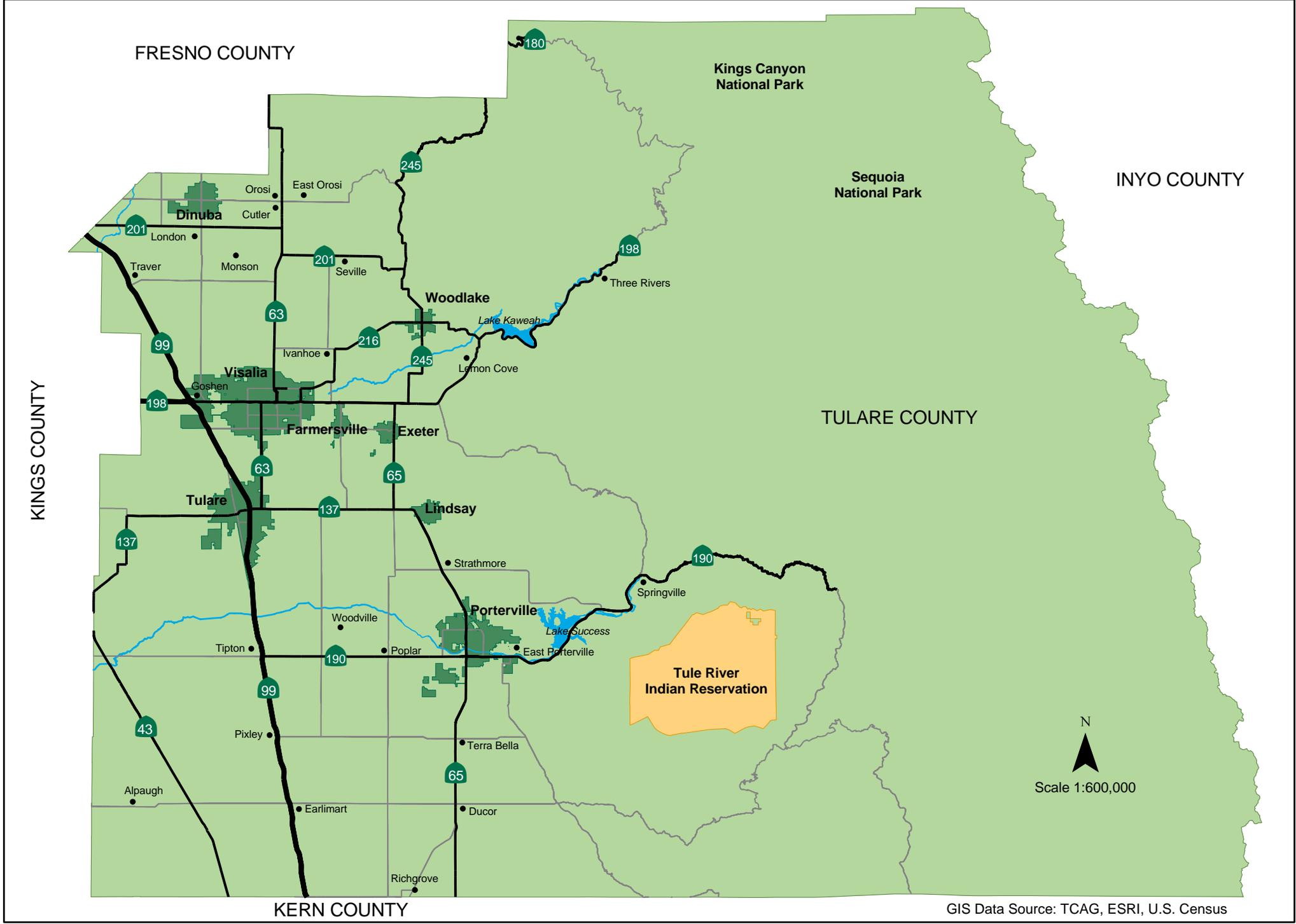
Source: U.S. Census Bureau (2005 American Community Survey)

Across the State of California, the population is becoming more racially diverse with minority populations growing faster than the white population. According to the U.S. Census Bureau, approximately 47% of the population of Tulare County spoke a language other than English at home in 2005. In addition, many community populations, such as that of the City of Tulare, are now dominated by minority populations; based on 2000 U.S. Census data, the plurality of the population within the City of Tulare in 2000 was Hispanic (46%), while Caucasian (Non-Hispanic) persons accounted for 44% of the City's population. This trend contributes, in part, to Tulare County's high poverty rate, as much of the Hispanic population within the County is employed as low-wage farm laborers.



Location Map





GIS Data Source: TCAG, ESRI, U.S. Census

FRESNO COUNTY

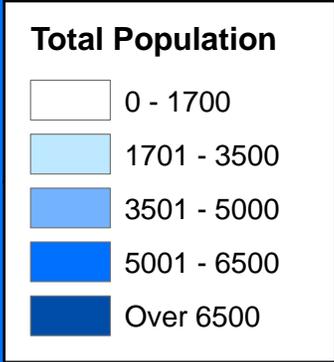
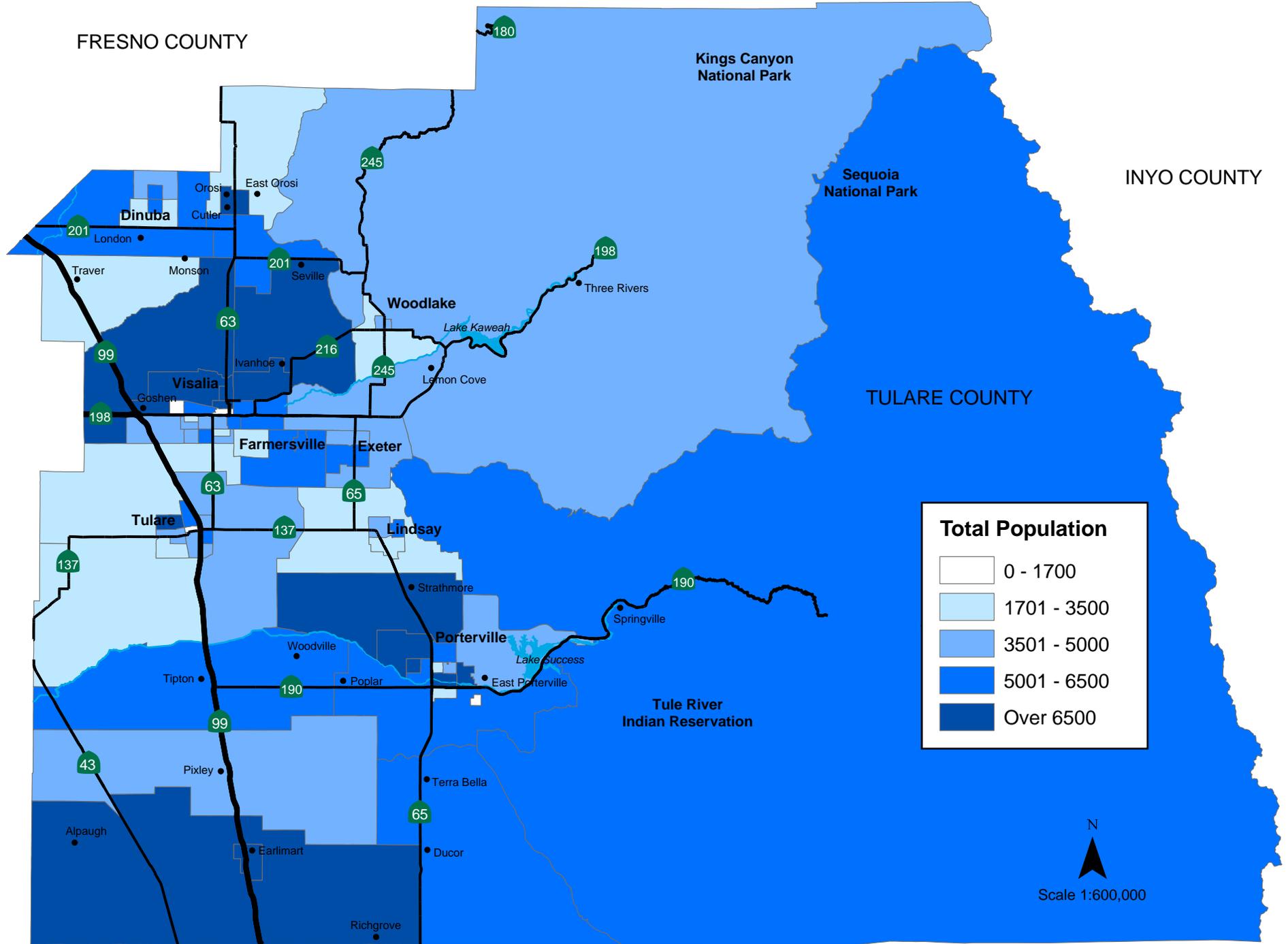
Kings Canyon National Park

INYO COUNTY

Sequoia National Park

TULARE COUNTY

KINGS COUNTY



Scale 1:600,000

GIS Data Source: TCAG, ESRI, U.S. Census

KERN COUNTY



TOTAL POPULATION BY CENSUS TRACT

NOTE: Very few people reside in the foothill/mountainous areas east of Three Rivers and Springville.

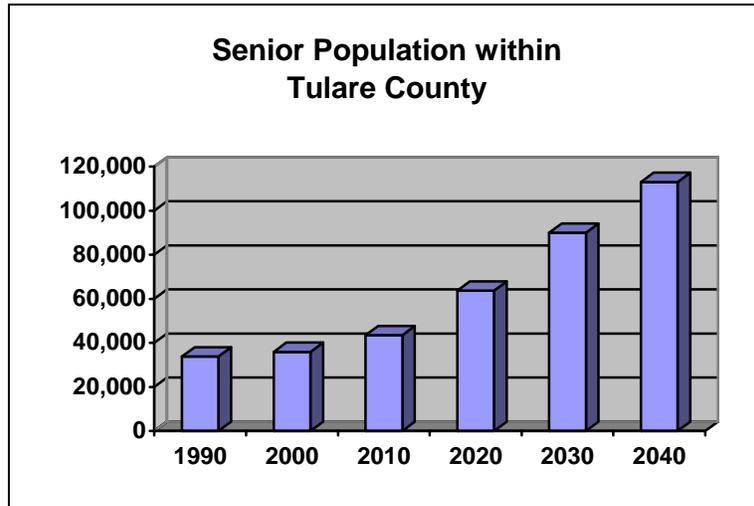
Tulare County
Coordinated Transportation Plan

Figure 3

Senior Population

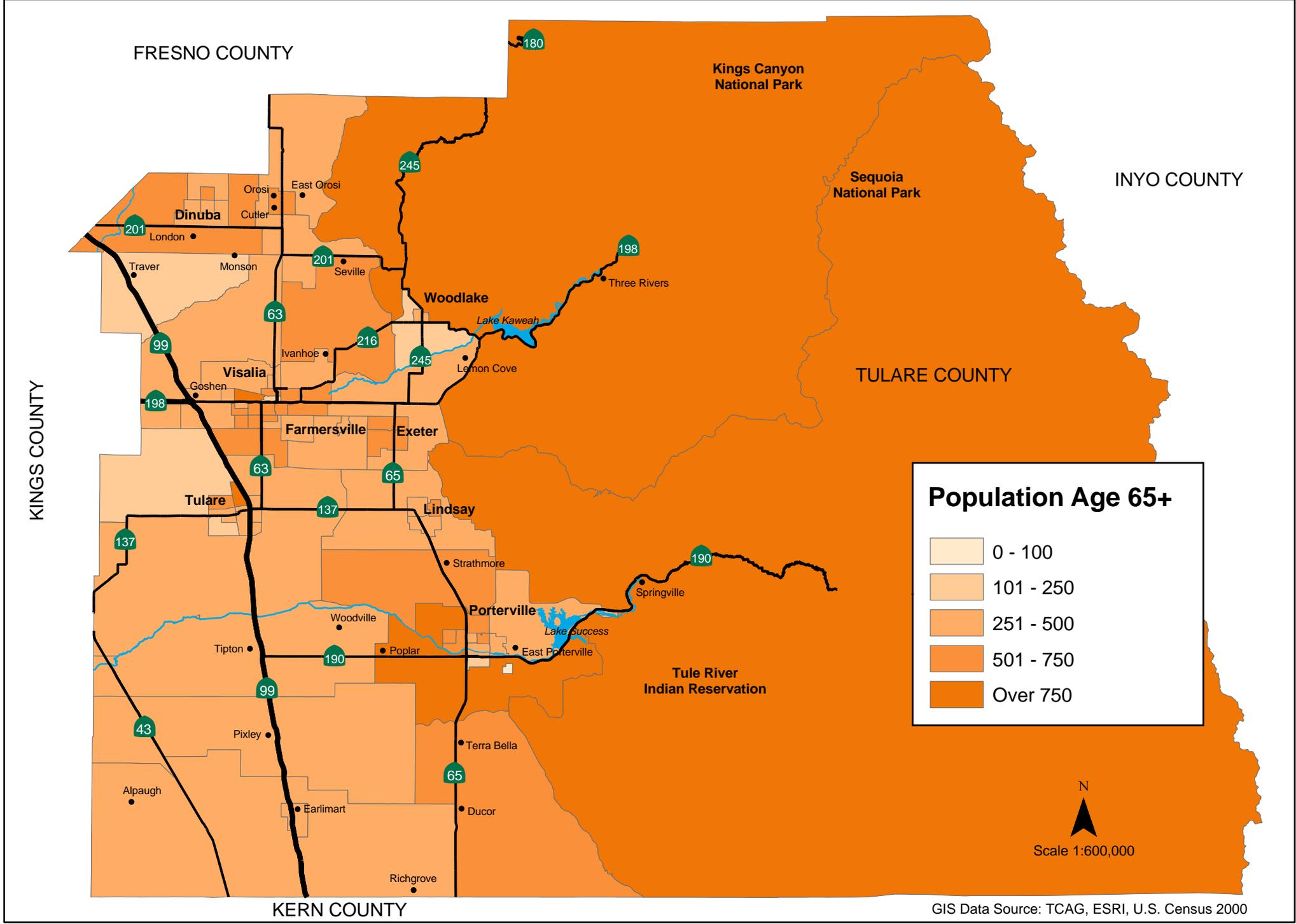
Although California as a whole has a greater proportion of people age 65 and older in comparison to the nation, Tulare County has a relatively low percentage (9%) of seniors in relation to total population (*California Association for Adult Day Services (CAADS) – California Long Term Care County Data Book, 2002*). In 2000, only one in ten people was over 65 years of age (U.S. Census). According to CAADS this trend can be attributed to the fact that the median age of California’s population is generally two years younger than the nation, with Tulare County’s median age being four years younger than the State average. This is mostly attributable to younger immigrants with children. However, as the current population ages, the need for transportation services that meet their needs will increase; currently 20% of the County’s population is between the ages of 45 and 64. Research indicates that one in five Americans age 65 and older do not drive, and more than 50% of non-drivers age 65 and older stay home on any given day due to lack of transportation resources.

According to the 2000 U.S. Census, there were 35,917 persons age 65 or older in Tulare County. By 2010 that number is expected to grow to 43,471 persons. The senior population will grow to 12% of the total population by 2030, up from 9% in 2007. The following graph illustrates the estimated senior population within Tulare County over the next few decades.



Source: U.S. Census Bureau and California Department of Finance

The following map shows the concentrations of seniors in the County (Figure 4 – Population Age 65 and Older by Census Tract). Figure 4 indicates that the senior population of Tulare County is dispersed throughout the urban and rural areas.



Population Age 65+

	0 - 100
	101 - 250
	251 - 500
	501 - 750
	Over 750

N
Scale 1:600,000

GIS Data Source: TCAG, ESRI, U.S. Census 2000

Disabled Population

Census data indicates that 13% of the total population of Tulare County has some type of disability. The U.S. Census defines a disability as a significant limitation in sensory, physical, or mental functions, the ability to provide self-care, or the ability to function outside of one's home. In 2000, 66% of this population was comprised of working-age adults between the ages of 16 and 64, with almost 50% (over 20,000 people) in the work force. While the 2000 Census does not indicate the mobility requirements of individuals reporting disabilities, the numbers alone indicate the need for specialized transportation services. Table 3 shows the employment status of the County's disabled population.

Table 3 – Disabled Population and Employment Status (2000)

Civilian Non-Institutionalized Population of Tulare County	
Population 21 to 64 years of age	187,796
With a disability	45,909
Percent employed	49.5%
No Disability	141,887
Percent employed	67.9%

Source: U.S. Census Bureau

The following map shows the concentrations of persons with disabilities in the County (Figure 5 – Disabled Population by Census Tract). Figure 5 indicates that much of the County's disabled population lives in the southern portions of the County.

FRESNO COUNTY

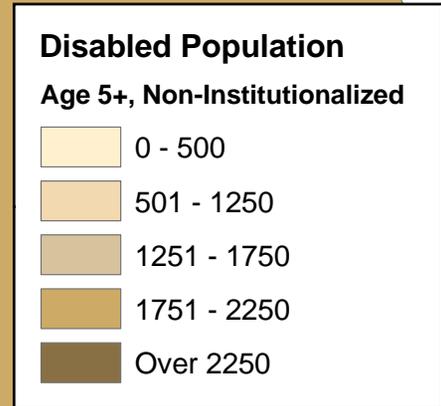
Kings Canyon National Park

INYO COUNTY

Sequoia National Park

TULARE COUNTY

KINGS COUNTY



N
Scale 1:600,000

GIS Data Source: TCAG, ESRI, U.S. Census 2000

KERN COUNTY



DISABLED POPULATION BY CENSUS TRACT

NOTE: Very few people reside in the foothill/mountainous areas east of Three Rivers and Springville.

Tulare County
Coordinated Transportation Plan
Figure 5

07-1090

Low-Income Population

Over 23% of Tulare County’s population lives below the poverty level according to the U.S. Census Bureau. This figure is 10% higher than the national average. The FTA defines low-income individuals as those individuals who earn at or below 150% of the poverty level. The U.S. Census defines the poverty level as an annual income of \$17,463 for a family of four (2000 figure). Therefore, for the purposes of this study, over 30% of the County’s population is considered low-income.

Table 4 – Economic Indicators

	Tulare County	California
Unemployment rate	8.6%	4.9%
Low-Income population	Approx. 33%	Approx. 21%

Source: U.S. Census Bureau

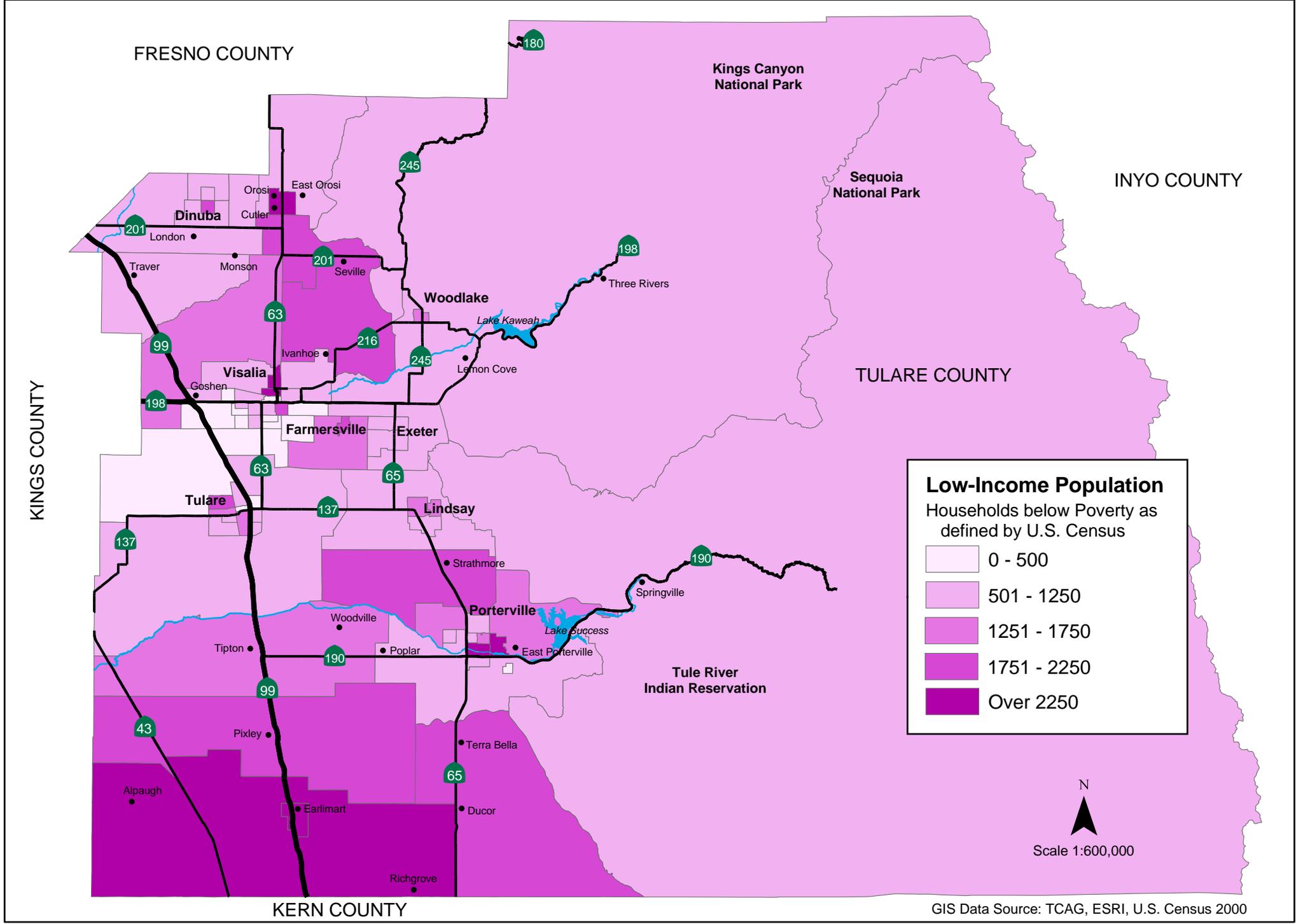
Figure 5 shows the concentrations of low-income individuals in the County (Figure 6 – Low-Income Population by Census Tract). Figure 6 indicates that many of the County’s low-income families reside in unincorporated areas.

Along with age and mobility, income and access to vehicles are key population characteristics to explore when determining transit-dependent populations within an area. These characteristics produce physical, financial, legal, and self-imposed limitations which generally preclude individuals from driving, leaving public transportation as a viable and necessary mode of transportation. Many low-income individuals are without a car (or at least a reliable car) to get them to and from jobs and or interviews, and without the financial means to change these cyclic circumstances. Approximately 8% of households in Tulare County do not have a vehicle available to them (see Table 4 below). Figure 7 depicts households without access to a vehicle within Tulare County (Figure 7 – Vehicle Access by Census Tract).

Table 5 – Households without a Vehicle (2005)

Tulare County	
Total Households	119,621
Households without a vehicle	9,808
Percent of Households without a vehicle	8%

Source: U.S. Census Bureau

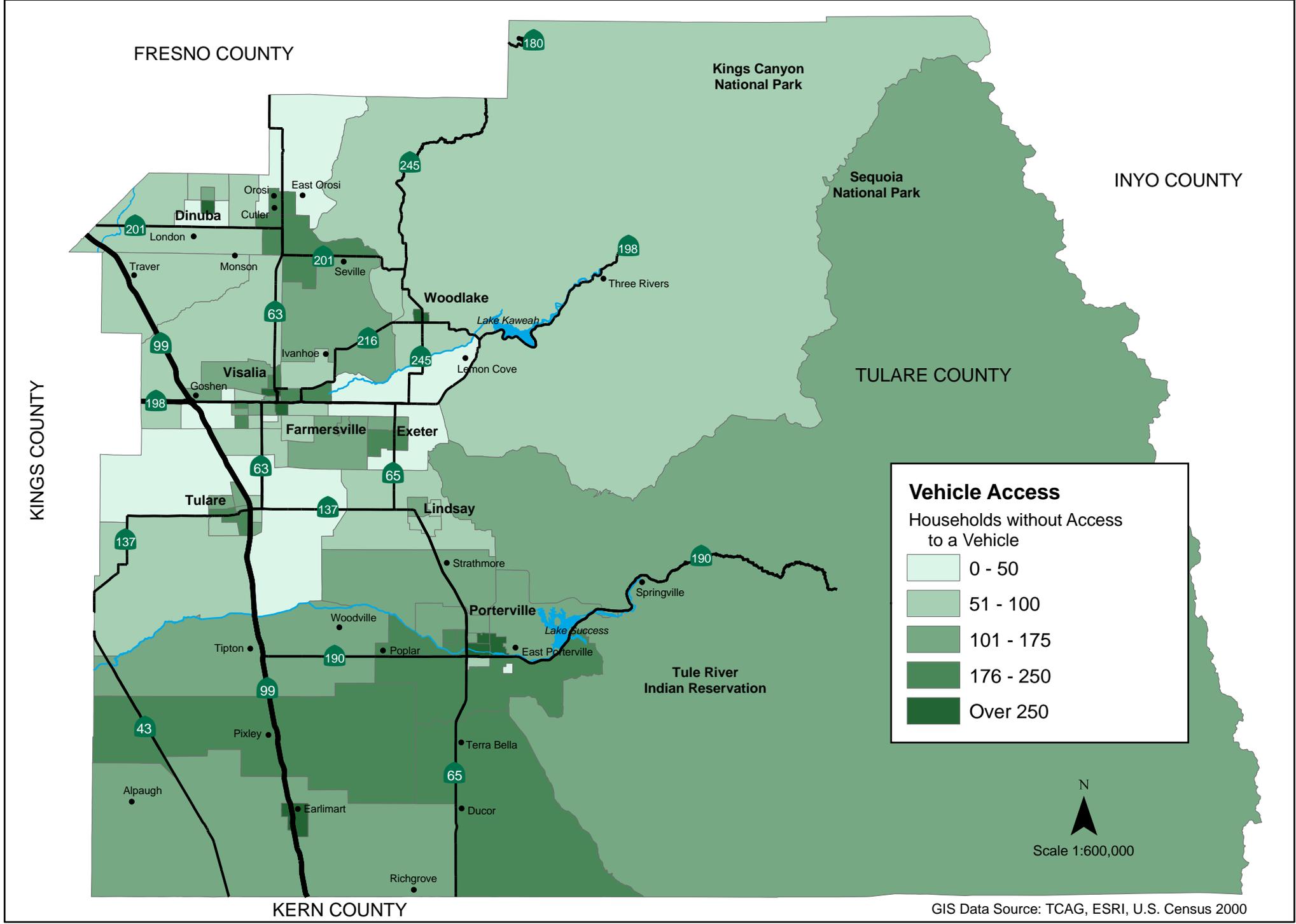


Low-Income Population
Households below Poverty as defined by U.S. Census

Lightest Pink	0 - 500
Light Pink	501 - 1250
Medium Pink	1251 - 1750
Dark Pink	1751 - 2250
Dark Purple	Over 2250

N
Scale 1:600,000

GIS Data Source: TCAG, ESRI, U.S. Census 2000



Vehicle Access
Households without Access to a Vehicle

Lightest Green	0 - 50
Light Green	51 - 100
Medium Green	101 - 175
Dark Green	176 - 250
Darkest Green	Over 250

N
Scale 1:600,000

GIS Data Source: TCAG, ESRI, U.S. Census 2000

III. EXISTING TRANSPORTATION SERVICES

The Tulare County area offers various resources to meet the transportation needs of its citizens, including general public transit (both fixed route and demand-response), nonprofit transit services that provide service to special needs populations, and private transportation providers, such as local taxi services and interregional bus service (Orange Belt Stages and Greyhound). In general, public transit service areas are delineated as follows: fixed routes in the populated urban areas, and demand-response (dial-a-ride) in rural areas. Social (human) service transportation is provided by local transit, demand-response operators, and special city/county programs for senior citizens, mental health organizations and disabled citizens programs.

Inventory Methodology

The methodology employed to gather information on current transportation resources was the dissemination of informational surveys to agencies that provide or purchase public transit or human services transportation within Tulare County. Surveys were developed based on the existing survey used in the *2001 Tulare County Social Service Transportation Inventory and Action Plan* and examples of other coordination surveys administered around the country. Two distinct surveys were developed to generate specific information from both transportation providers and transportation purchasers. See Appendix C for a copy of the survey forms.

Transportation Providers – Agencies whose primary mission is the provision of transportation using federal and/or state resources.

Transportation Purchasers – Agencies whose ancillary mission is the provision of transportation; agencies who purchase transportation for their clients.

As stated previously, the transportation provider list developed by TCAG and TPG Consulting for the *2001 Tulare County Social Service Transportation Inventory and Action Plan* was used as the basis for survey agency identification. That list was updated to reflect new transit and human services in Tulare County. One hundred forty-five agencies/organizations were identified by the project team. Surveyed agencies/organizations included both public and private transportation providers and human-service agencies. See Appendix B for a copy of the contact mailing list.

The survey collected information such as agency/organization characteristics, types of service provided, transportation needs of clients, annual expenditures and revenues, funding sources, and current coordination efforts. The surveys were distributed by the project's sub-consultant, The Lockwood Agency, to identified agencies via mail and email (where applicable) in early May of 2007. Surveys were also available at all project stakeholder meetings and via TCAG's website. Responses could be sent by fax, email or mail. A final survey submittal date of May 21st was established, but agencies that had not replied by that time were reminded via phone calls and emails, and allowed to submit responses through June.

Of the 145 agencies/organizations surveyed, 24 agencies/organizations responded, resulting in a response rate of 17%. A total of 47 actual surveys were collected; 7 surveys were completed by agencies/organizations that provide transportation, 4 surveys were completed by agencies/organizations that purchase transportation

services, and 36 surveys were completed by agencies/organizations whose clients use transportation and/or by the users themselves. Chapter IV of this Coordinated Plan will discuss these user surveys in more detail.

Survey Summaries

Following is a brief summary of each survey received. These summaries were compiled from information gathered from the inventory surveys, and are thus not totally inclusive of all transportation providers in the County. Table 6 provides an overview of the organizations that participated in the inventory and the populations that they represent. The completed surveys are compiled in Appendices D and E of this document.

Transportation Providers

The **City of Dinuba** provides service to residents of Dinuba and the adjacent area through two fixed routes, a dial-a-ride service and a free Dinuba Connection trolley route. The fixed routes and demand-response services operate Monday through Friday, while the trolley service is available Monday through Saturday. Service is provided to the general public using 3 ADA compliant vehicles traveling an estimated 3,000 miles each month. An adult must accompany children under the age of 5 who wish to ride. Services are contracted out to MV Transportation, for an estimated \$257,000 annually. This fee, as well as \$30,000 in operating and administrative costs, is covered through state funding.

The **City of Porterville** provides local transit services to residents of Porterville and outlying areas. In FY 06/07, approximately 51,000 passengers used the service. This figure includes children, seniors, persons with disabilities and persons in wheelchairs. The City's demand-response system is only available for seniors and persons with disabilities. ADA certification is required for disabled designation. Children under the age of 7 must be accompanied by an adult when using the fixed route service. Both services operate Monday through Saturday. The City owns 10 buses, 9 Activans, 1 trolley and 1 car. These vehicles currently run on gasoline and diesel, but the City is in the process of transitioning its fleet to CNG. All of the buses are wheelchair accessible. The operation of the service is contracted out to Sierra Management. Yearly expenditures total \$4,587,000 (including capital expenses). Revenues are generated through Federal FTA 5307 funds, State STAF funds, Local LTF funds, ticket revenue and other income.

The **City of Tulare** offers two methods of transportation for the disabled, seniors, and the general public. The newly renamed Tulare InterModal Express (TIME) fixed route service operates within the developed areas of Tulare as well as to and from Visalia. The City also offers a dial-a-ride service within the City limits. Service is provided Monday through Saturday. The fixed route service provides approximately 384,000 one-way rides per year. Children under the age of 7 should be accompanied by an adult, and ADA certification is required for reduced disabled fares. The service fleet consists of 13 buses, 4 Activans, 3 mini-vans and 2 cars, 12 of which are ADA compliant. The fleet runs on CNG, LNG and gasoline. The operations and maintenance of the service are contracted out to MV Transportation. Revenues for TIME totaled \$1,610,000 in local funding, \$113,000 in State funding, and \$266,000 in Federal funding. Expenditures for the same year totaled \$2,646,000.

The **City of Visalia** provides fixed route, demand-response, and downtown circulation trolley transportation services to residents within the city limits of Visalia, Goshen, Farmersville, and Exeter. Service is provided seven days a week to approximately 1,500,000 passengers each year. The demand-response service gives priority to ADA clients who have special certification that states they are unable to use the fixed route service. The Visalia City Coach fleet consists of 29 buses, 9 demand-response vehicles, and 6 trolleys, which travel a total of 100,364 miles each month. All vehicles are ADA compliant. They use either CNG, gasoline or diesel fuel. The City contracts with MV Transportation to operate and service their vehicles. All services are run out of the City's new Operations and Maintenance Facility. Annual operating costs total \$4,040,000 and capital costs total \$8,000,000. The city receives approximately \$5,000,000 in Federal funding and \$3,100,000 in local funding annually.

The **City of Woodlake** has been providing demand-response service to its residents for 8 years. The service is available Monday through Friday from 7am to 3:30pm. One full-time driver operates 1 bus that is wheelchair accessible. The bus travels approximately 1,300 miles per month. Annual expenditures include \$109,900 in operating costs and \$67,500 in capital costs. Annual funding includes \$54,000 from Federal funds, \$109,900 in State funds, and \$13,500 in local funding.

The **Porterville Sheltered Workshop** provides transportation for the developmentally disabled residents of Tulare County. Approximately 360,000 clients are transported each year to and from client services, which include medical appointments and school/educational training programs. The Sheltered Workshop assists seniors, and persons with mental and/or physical disabilities. All clients must be referred through the Central Valley Regional Center. Their 26 buses and 16 vans run on gasoline and diesel fuel, and are all wheelchair accessible. They employ 18 full-time drivers, 8 part-time drivers, 1 part-time dispatcher and 2 clerical staff. Expenditures, including mileage reimbursements, operating costs, administrative costs, and capital costs total \$1,653,000 annually. Porterville Sheltered Workshop receives \$1,676,000 annually in State and other funding.

Tulare County Area Transit (TCaT) contracts with MV Transportation to provide services countywide through both fixed route and demand-response services. In early August of 2007 service hours were extended to Monday through Friday from 5:25am to 7:25pm, and Saturday from 9:30am to 3:25pm. Approximately 105,000 passengers use TCaT services annually. Twelve (12) buses, all of which are ADA compliant, travel a total of 38,000 miles monthly. Annual expenditures include \$660,000 in contractor costs, \$1,200,000 in operating costs, \$85,000 in administrative costs, and \$360,000 in capital costs. TCaT receives approximately \$260,000 in Federal funds, \$85,000 in State funds, and \$500,000 through local funding each year.

Transportation Purchasers

The **Tulare County Health and Human Services Agency (HHSA)** provides health and human services to Tulare County residents. They provide transportation reimbursement to eligible clients. In Dinuba they also operate the Call 4 Cars program, which transports clients using County vehicles. Clients include prenatal, TB and HIV residents. Clients must participate in an approved HHSA activity to qualify for transportation benefits. HHSA receives \$60,000 in Federal, State and local funding annually.

The **Tulare County HHS – Kings/Tulare Area Agency on Aging (KTAAA)** is a Tulare County HHS program designed to empower seniors. KTAAA purchases public transportation services for their clients, and provides transportation reimbursements. Transportation is provided to seniors, and volunteers that work with seniors, to attend medical appointments and KTAAA sponsored events. Clients must participate in an eligible activity, be 55 years of age or older, or in some cases, have a physical disability to qualify for transportation services. KTAAA spends approximately \$5,000 annually for mileage reimbursements and tokens/passes, which is paid for through Federal funds.

The **Tulare County HHS – Department of Mental Health** provides mental health services for Tulare County residents. They purchase transportation services for their clients and encourage them to use public transportation. Clients must participate in an approved activity at one of the agency’s five clinics to be eligible for transportation assistance. Clinics are located in Dinuba, Tulare, Visalia and Porterville.

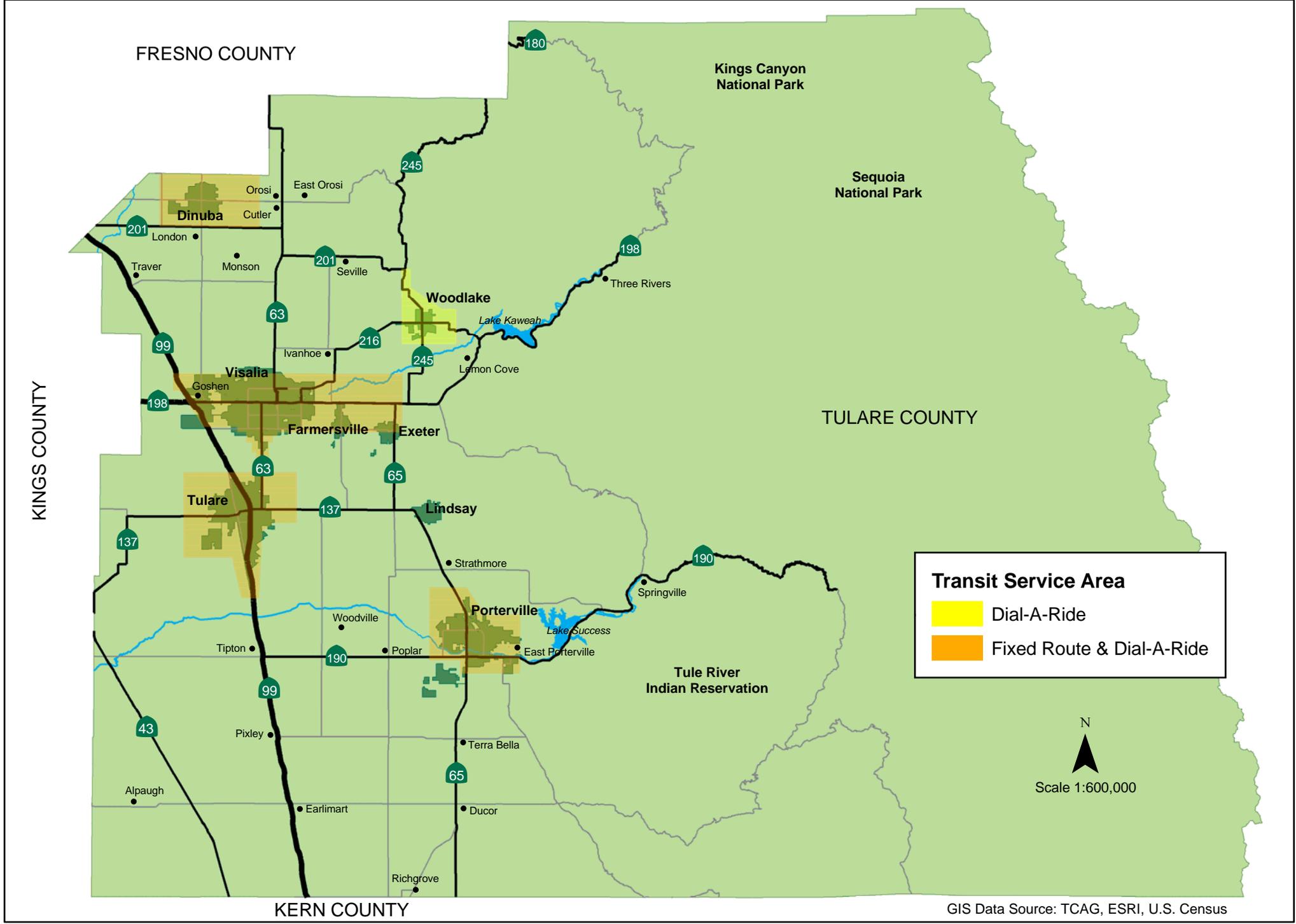
The **Tulare County HHS – TulareWORKS** provides services for CalWORKS participants within Tulare County. Transportation reimbursement is provided to low-income, the homeless, youth, and persons with disabilities to access services designed to help support themselves and their health care needs. Clients must participate in approved activities to be eligible for reimbursements. TulareWORKS spends approximately \$11,436 annually on bus tokens and passes.

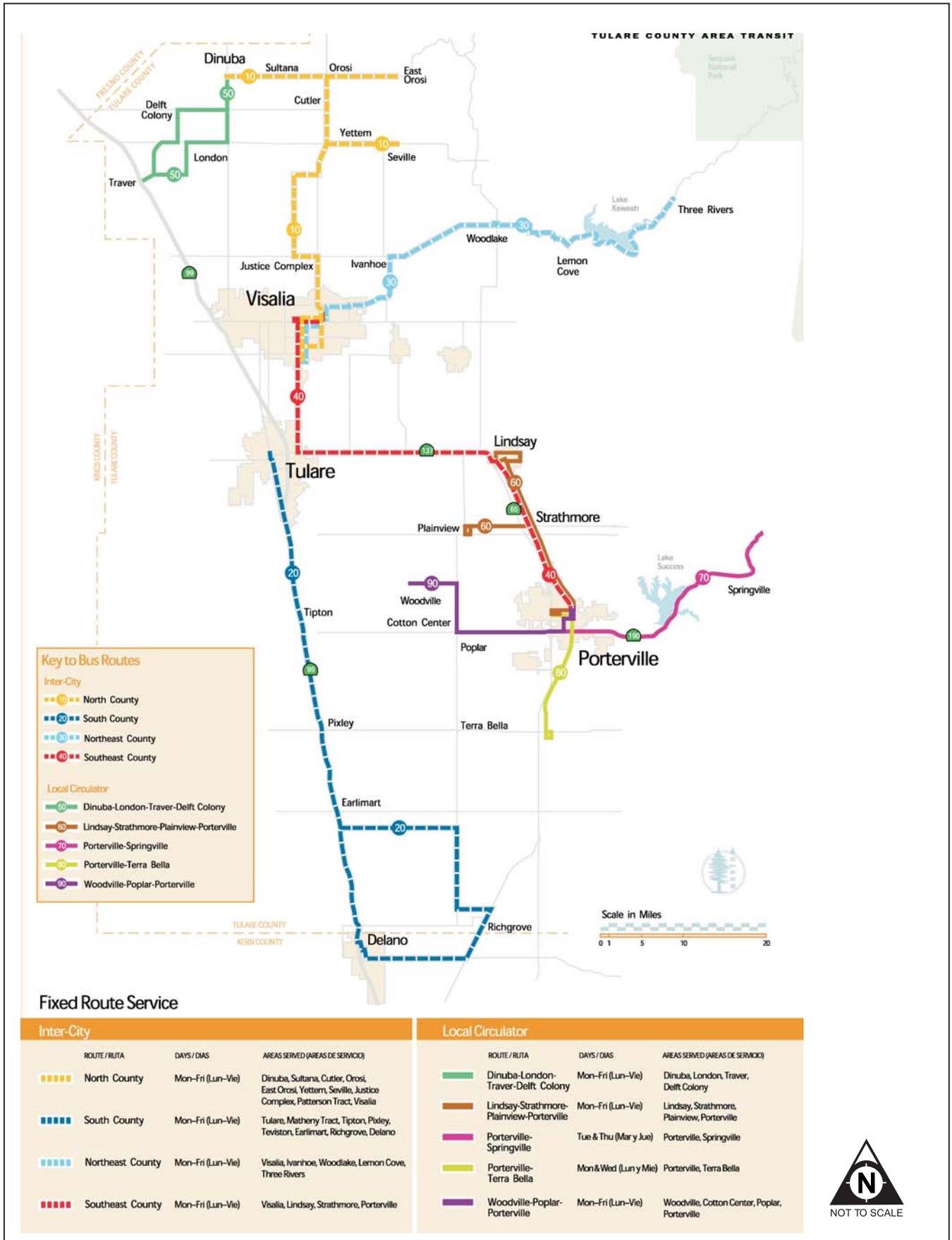
Table 6 – Respondents and Eligible Populations

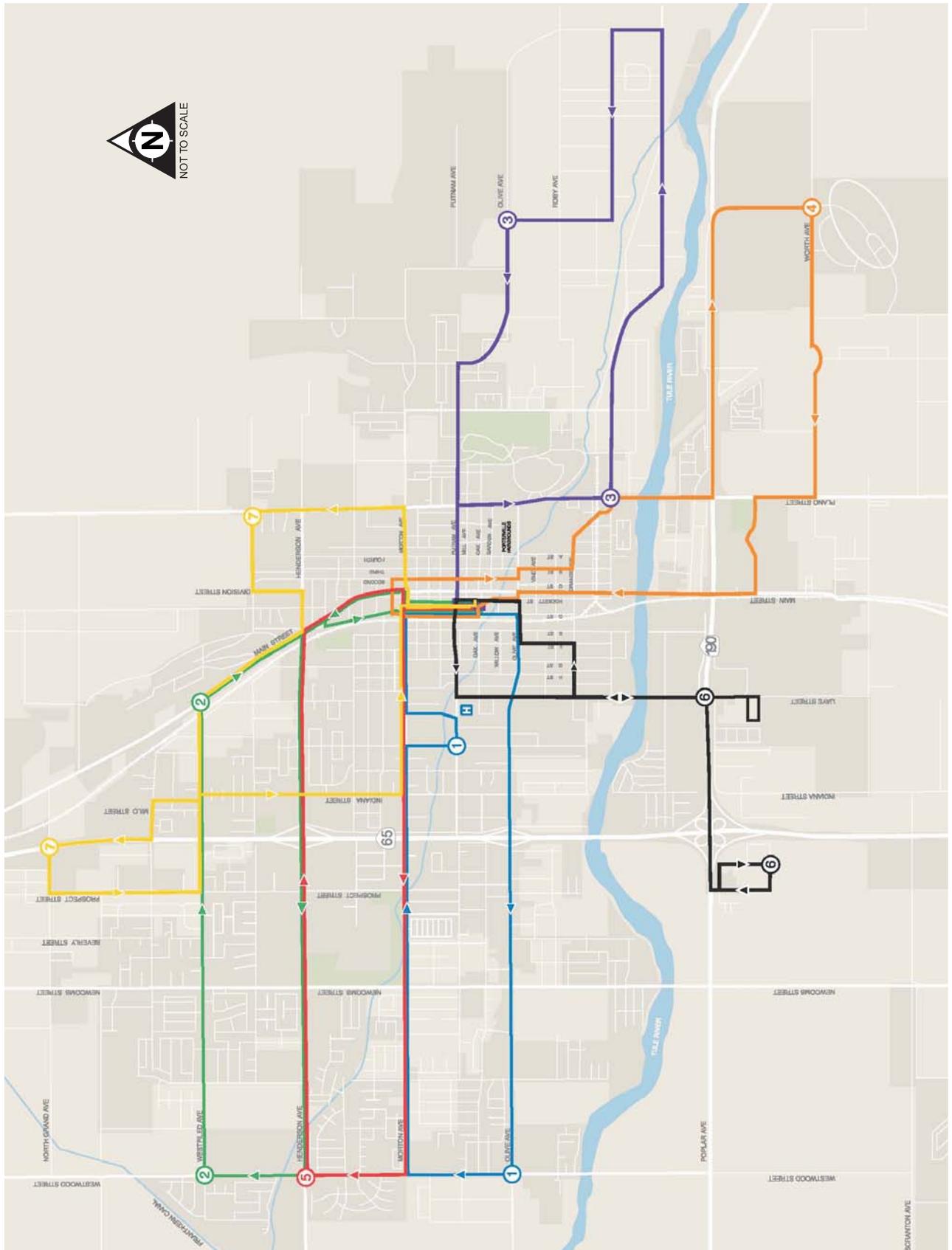
Respondent	Type of Transportation Service	Area Served	Seniors	Disabled	Low-Income	General Public
City of Dinuba	Provider	Citywide	X	X	X	X
City of Porterville	Provider	Citywide	X	X	X	X
City of Tulare	Provider	Citywide	X	X	X	X
City of Visalia	Provider	Citywide	X	X	X	X
City of Woodlake	Provider	Citywide	X	X	X	X
Porterville Sheltered Workshop	Provider	Citywide	X	X	X	
Tulare County Area Transit	Provider	Countywide	X	X	X	X
Tulare County HHS	Purchaser	Countywide	X		X	
Tulare County HHS – Kings/Tulare Area Agency on Aging	Purchaser	Kings and Tulare Counties	X	X	X	
Tulare County HHS – Dept. of Mental Health	Purchaser	Countywide	X	X	X	
Tulare County HHS – Tulare WORKS	Purchaser	Countywide	X	X	X	

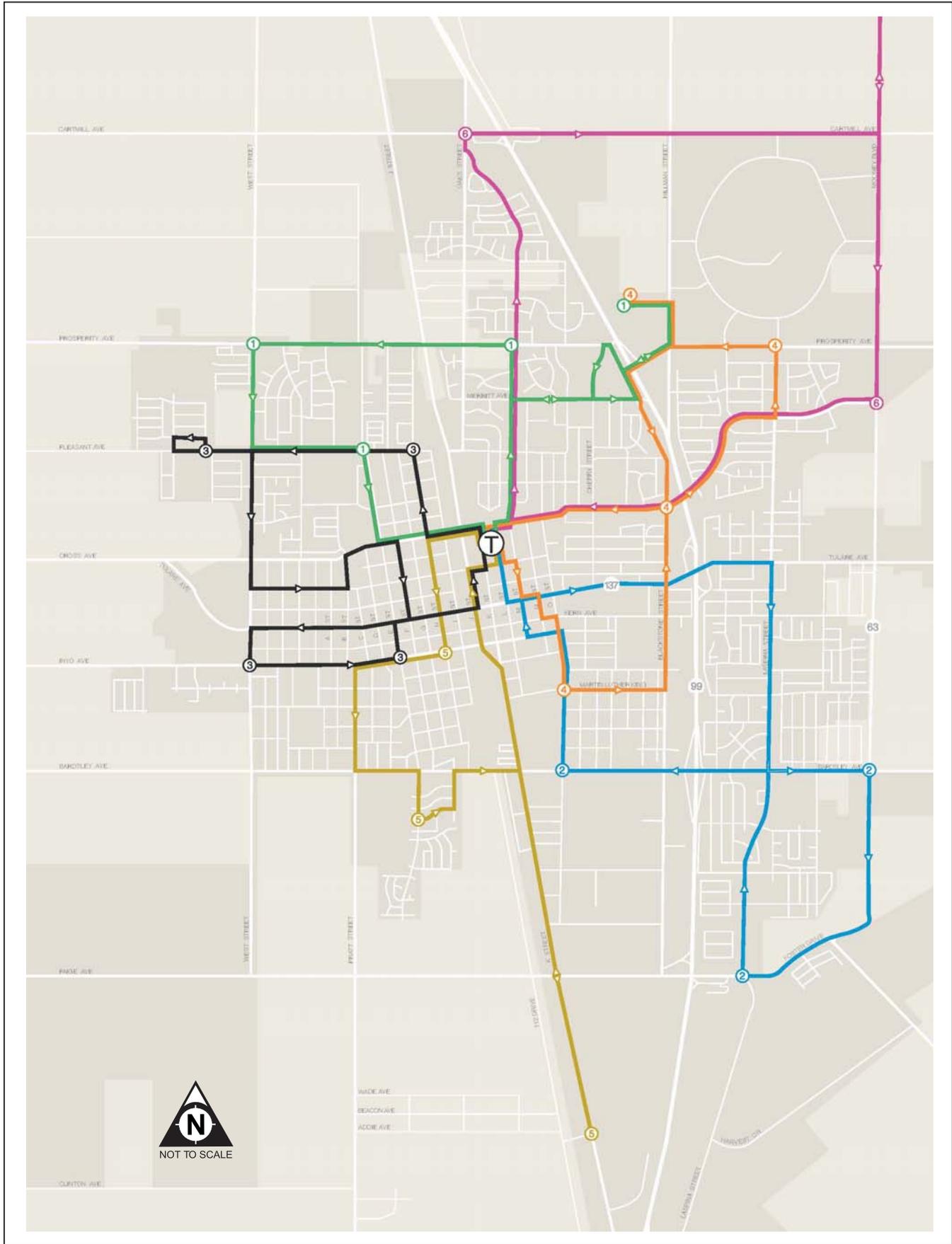
System Maps

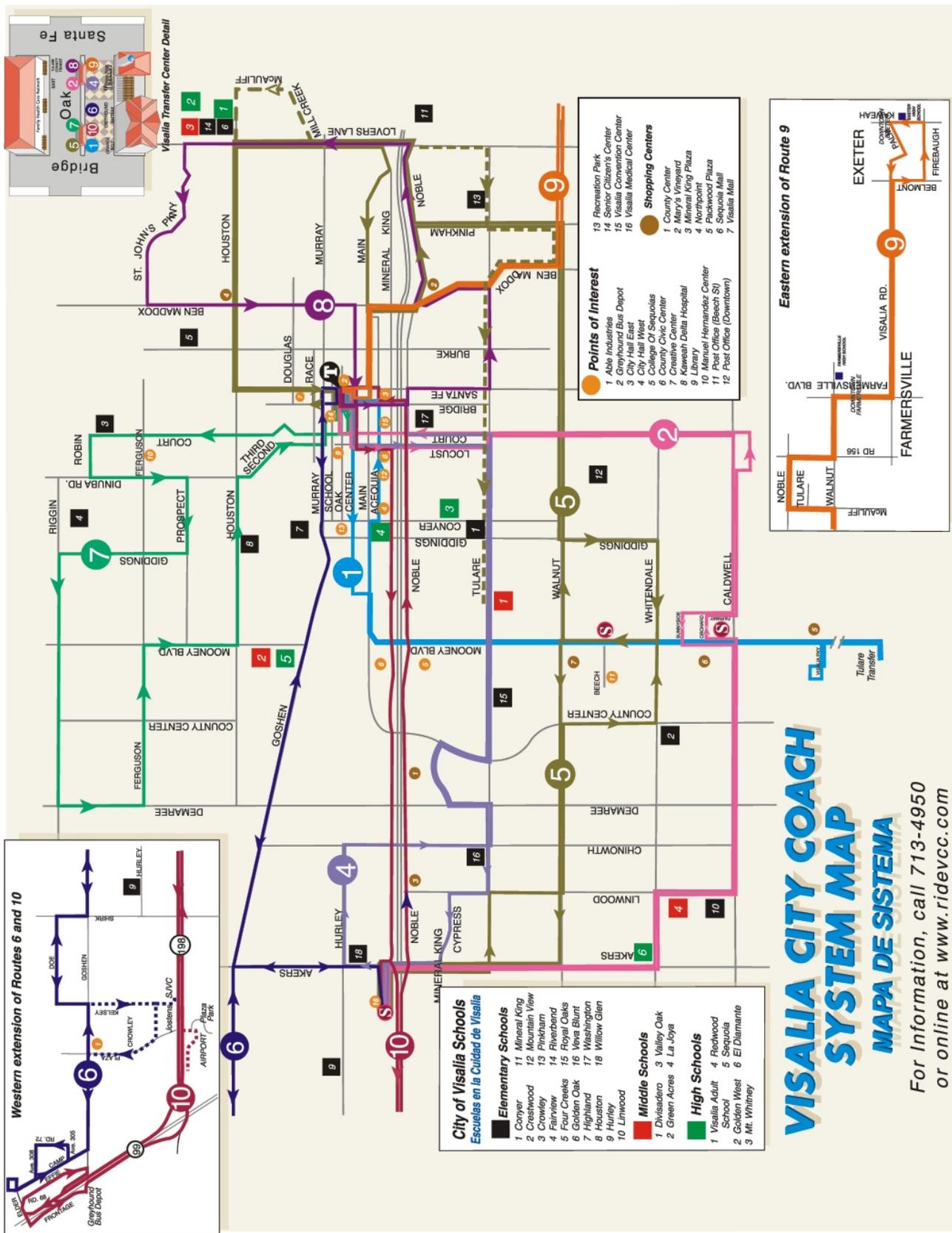
The following maps illustrate the areas within Tulare County served by existing public transportation providers. City operated local public transit service areas are identified geographically, and individual fixed route system maps are also provided. Kings Area Rural Transit (KART) provides fixed route service into Visalia from Kings County. A map of this route is also included. A comparison of senior, disabled and low-income population concentrations to current service coverage was used to help identify the transportation needs of these sensitive populations.











IV. STAKEHOLDER INVOLVEMENT

Stakeholder involvement is critical to the successful coordination of transportation services. Therefore, early project efforts focused on identifying, educating, and garnering input from affected public transportation service providers, transportation stakeholders, community leaders, non-profit human services agencies, health providers, large employers, and users of transportation. Participation by representatives of the Coordinated Plan's targeted populations, including individuals with disabilities, older adults, and people with low incomes was encouraged through a series of community meetings and transportation user surveys.

Outreach Efforts

Extensive efforts were made to involve all stakeholders affected by the development of this Coordinated Plan, including the public at large. All identified stakeholder agencies and organizations were noticed of all public meetings related to the Plan through email and mail, and asked to post the meeting notice at their facilities for their clients to see. Meetings were also announced through local newspapers and radio stations in both English and Spanish. Appendix F contains a listing of media sources used. All meeting handouts were developed in both English and Spanish, and other accessible formats were available upon request. In addition, meeting announcements and news related to the Coordinated Plan process were posted on TCAG's website, for those with computer access. Project contact information (such as email and phone numbers) was included on all outreach materials to allow for public participation in a variety of ways.

Stakeholder Meetings

A series of community meetings were held in an effort to educate stakeholders and the public regarding SAFETEA-LU planning requirements and the Coordinated Plan process, and to receive public input on the development of the Coordinated Plan and transportation needs within Tulare County. Four meetings were held in total, in different parts of the County, and on different days, to allow for the greatest public access. The first community meeting took place at the Dinuba Vocational Center in the City of Dinuba on May 7th, 2007. The second community meeting took place on May 8th, 2007 at the Civic Affairs Building (City Council Chambers) in the City of Tulare. The last two meetings were held on May 14th and 15th at the Tulare County Workforce Investment Department in the City of Visalia, and the Tulare County Employment Connection in the City of Porterville respectively.

The meetings were facilitated by the project's sub-consultant, The Lockwood Agency, following procedures outlined in the FTA's *The Framework for Action: Building the Fully Coordinated Transportation System* and accompanying *Facilitators Guide*. Following introductions and a description of the project's history, requirements and goals, meeting participants were prompted to share their thoughts, perceptions and experiences on the strengths and weakness of Tulare County's current transportation system. An informal atmosphere was maintained throughout the meetings to encourage participation and conversation amongst attendees. Representatives of local human service agencies and public transit providers as well as their clients attended the meetings. All documentation associated with these meetings can be found in Appendix G, including a copy of the meeting announcements, handouts, agenda, PowerPoint presentation, sign-in sheets, and meeting summaries.

Stakeholder Surveys

As discussed in the previous chapter, several surveys were administered to gather information related to current transportation resources, including gaps and overlaps in service. In addition to the two previously mentioned surveys (Transportation Provider Survey and Transportation Purchaser Survey) a User Survey was also developed as part of the planning process. Unlike the inventory surveys, this survey aimed at providing an alternative format for receiving user input. The survey collected information related to the current usage of transportation resources within Tulare County, and user-perceived gaps in service and/or duplication of services. See Appendix H for a copy of the User Survey.

The user surveys were distributed to all identified stakeholder agencies and organizations for distribution to their clients. User-based surveys were also available at all community/stakeholder meetings and via TCAG's website, in both English and Spanish formats.

Thirty-six (36) surveys were completed by agencies whose clients use transportation and/or by the users themselves. Responses represent citizens from both the incorporated and rural sectors of the County, and provided project planners with insight into the perceived gaps of the County's transportation resources and the perceived transportation needs of the community. The findings of the user surveys are discussed in more detail in the next chapter.

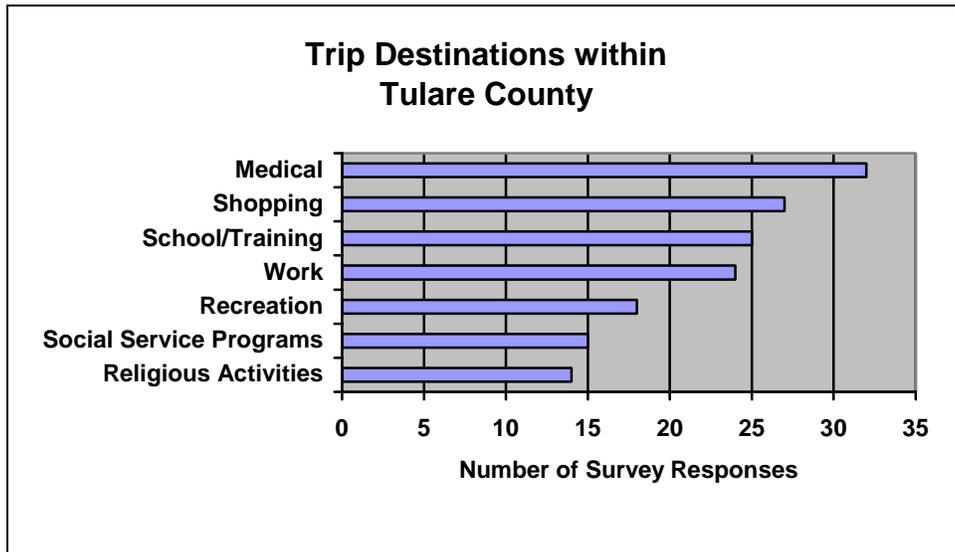
V. TRANSPORTATION NEEDS AND GAPS

Transportation needs and gaps in Tulare County were developed through a careful review of the completed inventory and user surveys, a geographic analysis of target populations in relation to existing services, discussions with transportation service providers and purchasers, and public input generated through community meetings. The needs identified in this chapter draw from data included in previous chapters of this document.

Origins, Destinations and Travel Patterns

While many trips involving seniors and persons with disabilities originate from their homes (private residence or care facility), almost all who are able to travel without special assistance enjoy the freedom of using fixed route service. Medical trips involving transportation between facilities require accessible door-to-door service.

Survey responses indicate that the majority of trips within Tulare County are to destinations within the urban areas, including medical facilities, shopping centers, school and training programs, and work or job related activities. Other destinations include agency programs, recreational outings, and religious activities. Survey responses related to travel destinations are presented in the following graph.



Transportation Needs

Among the three groups targeted in the planning process (seniors, disabled, and low-income), their respective transportation needs were essentially identical. Despite the provision of accessible public and non-profit transportation services, the need exists for increased levels of service. Identified needs emerged in the following main areas related to both limited mobility and service issues:

1. Spatial Gaps
2. Temporal Gaps
3. Transportation Costs
4. Service Awareness

Spatial Gaps

The most common transportation need expressed by the stakeholders involved in the development of this Coordinated Plan, was the need for more commuter-oriented transportation service to and from outlying County areas into the four largest cities (Dinuba, Porterville, Tulare, Visalia). Typically, operational costs limit the scope of public transit agencies to service within the more densely populated urban areas, leaving people in outlying rural communities little or no access to transit services. While TCaT currently provides both fixed route and demand-response service between Tulare County cities and communities, there was an expressed need for additional service in all rural areas of the County, to ensure that rural residents have adequate access to services within the urban areas. Areas with noted gaps in service include the North County areas of London, Traver, Monson and Seville, Central County areas of Poplar, Woodville, Springville and Tipton, and the South County areas of Alpaugh, Richgrove and Terra Bella.

Specific responses included the need for additional/expanded routes in the rural areas to provide more access to jobs and training in the urban areas of the County, and to provide youth and adults access to services and recreational activities not available in the rural areas. One Social Service agency expressed the direct need for service between Alpaugh and their client service programs in Porterville. There is currently no bus system serving the community of Alpaugh.

Temporal Gaps

Another high priority need expressed by stakeholders was the need for extended service hours between urban and rural communities. The lack of available transportation early in the morning, late in the evening, and on weekends limits public transit users who need to travel during non-traditional hours. This type of service gap tends to preclude low-income individuals from obtaining viable employment options limits extracurricular activities for low-income youth.

Employment service representatives noted that the lack of transportation in the evening hours and on weekends makes it more difficult for their clients to work weekends and late shifts, or accept jobs that where these hours are required. During one of the community meetings it was even noted that the lack of transportation services to extracurricular activities perpetuates gang activity and the welfare cycle.

It is important to note that TCaT has recently implemented extended weekday service hours and added Saturday service to four of its busiest routes (Route 10 in the north county, Route 20 in the south county, Route 30 in the northeast county, and Route 40 in the southeast county). These services were not available during the stakeholder input phase of this Coordinated Plan.

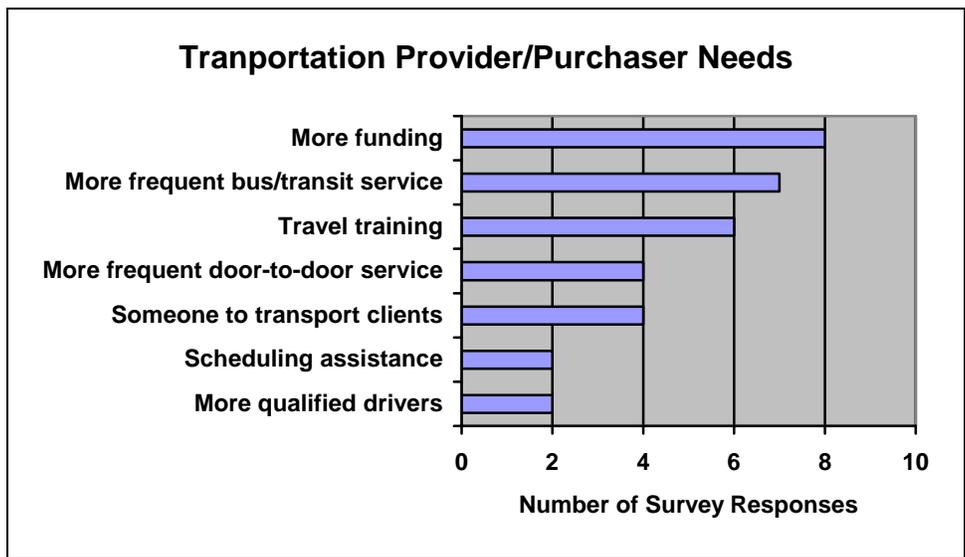
Transportation Costs

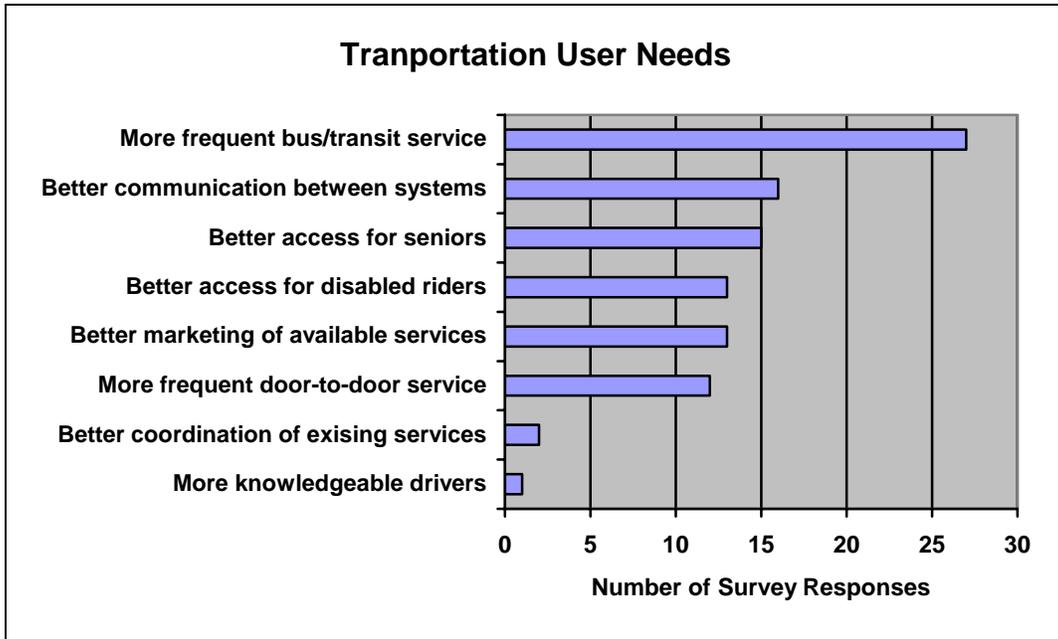
Transportation costs can be a financial burden for individuals living on a fixed income, especially if they need to purchase multiple fares for children or other family members. Many stakeholders noted the need to lower or subsidize fares, especially on County fixed routes which currently cost \$1.50 per one-way trip. Public transit providers echoed the concern about limiting cost factors, but noted that State farebox ratio requirements limit their ability to provide lower fares. The lack of affordable transportation between the urban and rural areas of the County was perceived as one of the greatest transportation barriers for the senior, low-income, and disabled populations of Tulare County.

Service Awareness

Travel training and passenger education was a noted high priority need. Passengers need to be aware of the transportation resources available to them, and human service agencies need a better understanding of the transportation system in order to accomplish coordination objectives. Many stakeholders felt that the current Tulare County Transit Guide is difficult to understand, especially for seniors. Using public transportation for the first time can be intimidating, especially for seniors, but an understanding of fixed route systems provides them with more economical transportation options (than demand-response services) and affords them greater independence. Many human service agencies also expressed an interest in having additional transit information available to their caseworkers and staff to help assist a client in building a trip to and from work or training sites.

Survey responses related to stakeholder needs are presented in the following graphs.





VI. IMPLEMENTATION STRATEGIES AND PRIORITIES

Based on discussions with identified Tulare County transportation stakeholders, the project team developed strategies to address the region's transportation problems and prioritized these strategies for implementation of the Coordinated Plan. The strategies and priorities presented are intended to address the needs of the County's senior, disabled, and low-income populations using Section 5310, JARC, or New Freedom funding.

Strategies for Improved Service and Coordination

The following strategies were developed to guide the development of transportation projects related to the needs of seniors, the disabled and low-income individuals within Tulare County. Proposed projects will need to address at least one of these strategies to be considered for FTA funding under the Section 5310, 5316, or 5317 programs.

Strategies were prioritized based on the professional experience of the project team and transportation providers regarding feasibility of implementation. Available resources and perceived needs were taken into account. Table 7 (on the following page) indicates the priority assigned to each strategy.

Spatial Gaps

Strategy 1: Provide rural commuter-oriented transportation service to and from outlying County areas into the urban areas – through new service, additional service/increased frequency, and/or expansion of service area.

Strategy 2: Provide continued or improved mobility services designed specifically for the disabled (i.e. wheelchair routes).

Strategy 3: Expand or enhance service within the Exeter, Farmersville, Tulare, Visalia metroplex.

Temporal Gaps

Strategy 4: Extend service hours for rural commuter-oriented transportation service to and from outlying County areas into the urban areas – through extension of morning, evening, and/or weekend service.

Transportation Costs

Strategy 5: Develop a fare reduction program where possible to reduce fares for seniors, individuals with a handicap, and/or low-income individuals – through subsidies and/or pass systems.

Service Awareness

Strategy 6: Implement a transit training and awareness program to assist clients in determining their transit needs and to help them build their transit trips – including mobility training for agency personnel.

Strategy 7: Develop user-friendly information systems that illustrate available services and trip options, including guides/brochures, kiosks, automated routing services, etc.

Table 7 – Implementation Priorities

Strategy	Priority Level
Strategy 1	High
Strategy 2	High
Strategy 3	Medium
Strategy 4	High
Strategy 5	Medium
Strategy 6	Medium
Strategy 7	Medium

Federal Funding Match Sources

The local share of selected coordination projects may be derived from other Federal transportation programs other than those provided by the DOT. Potential program sources include employment training, aging, community services, and vocational rehabilitation services. CCAM has developed a list of programs provided by Federal transportation programs. This list is included as Appendix I, and describes what transportation expenses are broadly eligible for funding under each Federal program.

VII NEXT STEPS

Funding Selection Process

Projects funded under the Section 5310, JARC, and New Freedom programs are awarded through a competitive selection process. TCAG, as the designated Regional Transportation Planning Agency scores projects from Tulare County and sends a scored list of projects on to Caltrans. Section 5310 projects are scored utilizing the California Transportation Commission's (CTC) adopted project-scoring criteria (see Appendix J). Final selection is conducted by a Caltrans statewide review committee and a final statewide-prioritized list is adopted by the CTC.

All proposed projects/applications submitted to TCAG for Section 5310, 5316, or 5317 funding, must be derived from the strategies developed within this Coordinated Plan.

Coordinated Plan Updates

For transportation coordination efforts to be successful they must respond to change. FTA guidance states that "At a minimum, the coordinated plan should follow the update cycles for metropolitan transportation plans (i.e., four years in air quality nonattainment and maintenance areas and five years in air quality attainment areas)." The Coordinated Plan process for Tulare County has been designed to be reviewed and updated at least once every four years to respond to changes in requirements and perceptions. This four year cycle will align Coordinated Plan updates with updates to the Regional Transportation Plan (RTP). The next update will occur in 2011.

APPENDIX A

FTA Coordinated Planning Guidance

CHAPTER V

COORDINATED PLANNING

1. THE COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN. Federal transit law, as amended by SAFETEA-LU, requires that projects selected for funding under the Section 5310, Job Access and Reverse Commute (JARC), and New Freedom programs be “derived from a locally developed, coordinated public transit-human services transportation plan” and that the plan be “developed through a process that includes representatives of public, private, and non-profit transportation and human services providers and participation by members of the public.” The experiences gained from the efforts of the Federal Interagency Coordinating Council on Access and Mobility (CCAM), and specifically the United We Ride (UWR) Initiative, provide a useful starting point for the development and implementation of the local public transit-human services transportation plan required under the Section 5310, JARC, and New Freedom programs. Many States have established UWR plans that may form a foundation for a coordinated plan that includes the required elements outlined in this chapter and meets the requirements of 49 U.S.C. 5310.
2. DEVELOPMENT OF THE COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN.
 - a. Overview. A locally developed, coordinated public transit-human services transportation plan (“coordinated plan”) identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, provides strategies for meeting those local needs, and prioritizes transportation services for funding and implementation. Local plans may be developed on a local, regional, or statewide level. The decision as to the boundaries of the local planning areas should be made in consultation with the State and the metropolitan planning organization (MPO), where applicable. The agency leading the planning process is decided locally and does not have to be the State.

A coordinated plan should maximize the programs’ collective coverage by minimizing duplication of services. Further, a coordinated plan shall be developed through a process that includes representatives of public and private and non-profit transportation and human services transportation providers, and participation by members of the public. Members of the public should include representatives of the targeted population(s) including individuals with disabilities, older adults, and people with low incomes. While the plan is only required in communities seeking funding under one or more of the three specified FTA programs, a coordinated plan should also incorporate activities offered under other programs sponsored by Federal, State, and local agencies to greatly strengthen its impact.

- b. Required Elements. Projects shall be derived from a coordinated plan that minimally includes the following elements at a level consistent with available resources and the complexity of the local institutional environment:
- (1) An assessment of available services that identifies current transportation providers (public, private, and non-profit);
 - (2) An assessment of transportation needs for individuals with disabilities, older adults, and people with low incomes. This assessment can be based on the experiences and perceptions of the planning partners or on more sophisticated data collection efforts, and gaps in service (Note: If a community does not intend to seek funding for a particular program (Section 5310, JARC, or New Freedom), then the community is not required to include an assessment of the targeted population in its coordinated plan);
 - (3) Strategies, activities, and/or projects to address the identified gaps between current services and needs, as well as opportunities to achieve efficiencies in service delivery; and
 - (4) Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities identified.

Note: FTA will consider plans developed before the issuance of final program circulars to be an acceptable basis for project selection for FY 2007 if they meet minimum criteria. Plans for FY 2007 should include 1) an assessment of available services; 2) an assessment of needs; and 3) strategies to address gaps for target populations; however, FTA recognizes that initial plans may be less complex in one or more of these elements than a plan developed after the local coordinated planning process is more mature. Addendums to existing plans to include these elements will also be sufficient for FY 2007. Plans must be developed in good faith in coordination with appropriate planning partners and with opportunities for public participation.

- c. Local Flexibility in the Development of a Local Coordinated Public Transit-Human Services Transportation Plan. The decision for determining which agency has the lead for the development and coordination of the planning process should be made at the State, regional, and local levels. FTA recognizes the importance of local flexibility in developing plans for human service transportation. Therefore, the lead agency for the coordinated planning process may be different from the State or the agency that will serve as the designated recipient for JARC and/or New Freedom. Further, FTA recognizes that many communities have conducted assessments of transportation needs and resources regarding individuals with disabilities, older adults, and/or people with low incomes. FTA also recognizes that some communities have taken steps to develop a comprehensive, coordinated, human service transportation plan either independently or through United We Ride efforts. FTA supports communities building on existing

assessments, plans, and action items. As all new Federal requirements must be met, however, communities may need to modify their plans or processes as necessary to meet these requirements. FTA encourages communities to consider inclusion of new partners, new outreach strategies, and new activities related to the targeted programs and populations.

Plans will vary based upon the availability of resources and the existence of populations served under these programs. A rural community may develop its plans based on perceived needs emerging from the collaboration of the planning partners, whereas a large urbanized community may use existing data sources to conduct a more formal analysis to define service gaps and identify strategies for addressing the gaps.

This type of planning is also an eligible activity under three other FTA programs—the Metropolitan Planning (Section 5303), Statewide Planning (Section 5304), and Urbanized Area Formula (Section 5307) programs, all of which may be used to supplement the limited (10 percent) planning and administration funding under this program. Other resources may also be available from other entities to fund coordinated planning activities. All “planning” activities undertaken in urbanized areas, regardless of the funding source, must be included in the Unified Planning Work Program (UPWP) of the applicable MPO.

- d. Tools and Strategies for Developing a Coordinated Plan. States and communities may approach the development of a coordinated plan in different ways. The amount of available time, staff, funding, and other resources should be considered when deciding on specific approaches. The following is a list of potential strategies for consideration:
 - (1) Community planning session. A community may choose to conduct a local planning session with a diverse group of stakeholders in the community. This session would be intended to identify needs based on personal and professional experiences, identify strategies to address the needs, and set priorities based on time, resources, and feasibility for implementation. This process can be done in one meeting or over several sessions with the same group. It is often helpful to identify a facilitator to lead this process. Also, as a means to leverage limited resources and to ensure broad exposure, this could be conducted in cooperation, or coordination, with the applicable metropolitan or statewide planning process.
 - (2) Self-assessment tool. *The Framework for Action: Building the Fully Coordinated Transportation System*, developed by FTA and available at www.unitedweride.gov, helps stakeholders realize a shared perspective and build a roadmap for moving forward together. The self-assessment tool focuses on a series of core elements that are represented in categories of simple diagnostic questions to help groups in States and communities assess their progress toward transportation coordination based on standards of excellence. There is also a *Facilitator’s Guide* that offers detailed advice on how to choose an existing group or construct an ad hoc group. In addition, it describes how to develop elements of

a plan, such as identifying the needs of targeted populations, assessing gaps and duplications in services, and developing strategies to meet needs and coordinate services.

- (3) Focus groups. A community could choose to conduct a series of focus groups within communities that provides opportunity for greater input from a greater number of representatives, including transportation agencies, human service providers, and passengers. This information can be used to inform the needs analysis in the community. Focus groups also create an opportunity to begin an ongoing dialogue with community representatives on key issues, strategies, and plans for implementation.
 - (4) Survey. The community may choose to conduct a survey to evaluate the unmet transportation needs within a community and/or available resources. Surveys can be conducted through mail, e-mail, or in-person interviews. Survey design should consider sampling, data collection strategies, analysis, and projected return rates. Surveys should be designed taking accessibility considerations into account, including alternative formats, access to the Internet, literacy levels, and limited English proficiency.
 - (5) Detailed study and analysis. A community may decide to conduct a complex analysis using inventories, interviews, Geographic Information Systems (GIS) mapping, and other types of research strategies. A decision to conduct this type of analysis should take into account the amount of time and funding resources available, and communities should consider leveraging State and MPO resources for these undertakings.
3. PARTICIPATION IN THE COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLANNING PROCESS. States shall certify that the coordinated plan was developed through a process that included representatives of public, private, and non-profit transportation and human services providers, and participation by members of the public. Note that the required participants include not only transportation providers but also providers of human services, and members of the public (e.g., individuals with disabilities, older adults, and individuals with low incomes) who can provide insights into local transportation needs. It is important that stakeholders be included in the development and implementation of the local coordinated public transit-human services transportation plan. A planning process in which stakeholders provide their opinions but have no assurance that those opinions will be considered in the outcome does not meet the requirement of “participation.” Explicit consideration and response should be provided to public input received during the development of the coordinated plan. Stakeholders should have reasonable opportunities to be actively involved in the decision-making process at key decision points, including, but not limited to, development of the proposed coordinated plan document. The following possible strategies facilitate appropriate inclusion:

- a. Adequate Outreach to Allow for Participation. Outreach strategies and potential participants will vary from area to area. Potential outreach strategies could include notices or flyers in centers of community activity, newspaper or radio announcements, e-mail lists, website postings, and invitation letters to other government agencies, transportation providers, human services providers, and advocacy groups. Conveners should note that not all potential participants have access to the Internet and they should not rely exclusively on electronic communications. It is useful to allow many ways to participate, including in-person testimony, mail, e-mail, and teleconference. Any public meetings regarding the plan should be held in a location and time where accessible transportation services can be made available and adequately advertised to the general public using techniques such as those listed above. Additionally, interpreters for individuals with hearing impairments and English as a second language and accessible formats (e.g., large print, Braille, electronic versions) should be provided as required by law.
- b. Participants in the Planning Process. Metropolitan and statewide planning under 49 U.S.C. 5303 and 5304 require consultation with an expansive list of stakeholders. There is significant overlap between the lists of stakeholders identified under those provisions (e.g. private providers of transportation, representatives of transit users, and representatives of individuals with disabilities) and the organizations that should be involved in preparation of the coordinated plan.

The projects selected for funding under the Section 5310, JARC, and New Freedom programs must be “derived from a locally developed, coordinated public transit-human services transportation plan” that was “developed through a process that includes representatives of public, private, and non-profit transportation and human services providers and participation by members of the public.” The requirement for developing the local public transit-human services transportation plan is intended to improve services for people with disabilities, older adults, and individuals with low incomes. Therefore, individuals, groups, and organizations representing these target populations should be invited to participate in the coordinated planning process. Consideration should be given to including groups and organizations such as the following in the coordinated planning process if present in the community:

- (1) Transportation partners:
 - (a) Area transportation planning agencies, including MPOs, Councils of Government (COGs), Rural Planning Organizations (RPOs), Regional Councils, Associations of Governments, State Departments of Transportation, and local governments;
 - (b) Public transportation providers (including Americans with Disabilities Act (ADA) paratransit providers and agencies administering the projects funded under FTA urbanized and nonurbanized programs);

- (c) Private transportation providers, including private transportation brokers, taxi operators, van pool providers, school transportation operators, and intercity bus operators;
 - (d) Non-profit transportation providers;
 - (e) Past or current organizations funded under the Section 5310, JARC, and/or the New Freedom programs; and
 - (f) Human service agencies funding, operating, and/or providing access to transportation services.
- (2) Passengers and advocates:
- (a) Existing and potential riders, including both general and targeted population passengers (individuals with disabilities, older adults, and people with low incomes);
 - (b) Protection and advocacy organizations;
 - (c) Representatives from independent living centers; and
 - (d) Advocacy organizations working on behalf of targeted populations.
- (3) Human service partners:
- (a) Agencies that administer health, employment, or other support programs for targeted populations. Examples of such agencies include but are not limited to Departments of Social/Human Services, Employment One-Stop Services, Vocational Rehabilitation, Workforce Investment Boards, Medicaid, Community Action Programs (CAP), Agency on Aging (AoA); Developmental Disability Council, Community Services Board;
 - (b) Non-profit human service provider organizations that serve the targeted populations;
 - (c) Job training and placement agencies;
 - (d) Housing agencies;
 - (e) Health care facilities; and
 - (f) Mental health agencies.
- (4) Other:
- (a) Security and emergency management agencies;

- (b) Tribes and tribal representatives;
- (c) Economic development organizations;
- (d) Faith-based and community-based organizations;
- (e) Representatives of the business community (e.g., employers);
- (f) Appropriate local or State officials and elected officials;
- (g) School districts; and
- (h) Policy analysts or experts.

Note: Participation in the planning process will not bar providers (public or private) from bidding to provide services identified in the coordinated planning process. This planning process differs from the competitive selection process (required for JARC and New Freedom projects), and it differs from the development and issuance of a Request for Proposal (RFP) as described in the common grant rule (49 CFR part 18).

- c. Levels of Participation. The suggested list of participants above does not limit participation by other groups, nor require participation by every group listed. Communities will have different types of participants depending on population and size of community, geographic location, and services provided at the local level. FTA expects that planning participants will have an active role in the development, adoption, and implementation of the plan. Participation may remain low even though a good faith effort is made by the lead agency to involve passengers, representatives of public, private, and non-profit transportation and human services providers, and others. The lead agency convening the coordinated planning process should document the efforts it utilized, such as those suggested above, to solicit involvement.

In addition, Federal, State, regional, and local policy makers, providers, and advocates should consistently engage in outreach efforts that enhance the coordinated process because it is important that all stakeholders identify the opportunities that are available in building a coordinated system. To increase participation at the local levels from human service partners, State Department of Transportation offices are encouraged to work with their partner agencies at the State level to provide information to their constituencies about the importance of partnering with human service transportation programs and the opportunities that are available through building a coordinated system.

- d. Adoption of a Plan. As a part of the local coordinated planning process, the lead agency in consultation with participants should identify the process for adoption of the plan. A strategy for adopting the plan could also be included in the State's State Management Plan (PMP) further described in Chapter VII.

FTA will not formally review and approve plans. The State's grant application (see Appendix A) will document the plan from which each project listed is derived, including the lead agency, the date of adoption of the plan, or other appropriate identifying information. This may be done by citing the section of the plan or page references from which the project is derived.

4. RELATIONSHIP TO OTHER TRANSPORTATION PLANNING PROCESSES.

- a. Relationship Between the Coordinated Planning Process and the Metropolitan and Statewide Transportation Planning Processes. The coordinated plan may either be developed separately from the metropolitan and statewide transportation planning processes and then incorporated into the broader plans, or be developed as a part of the metropolitan and statewide transportation planning processes. If the coordinated plan is not prepared within the broader process, the lead agency for the coordinated plan should ensure coordination and consistency between the coordinated planning process and metropolitan or statewide planning processes. For example, planning assumptions should not be inconsistent.

Projects identified in the coordinated planning process, and selected for FTA funding must be incorporated into both the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) in urbanized areas with populations of 50,000 or more; and incorporated into the STIP for nonurbanized areas under 50,000 in population.

The lead agency developing the coordinated plan should communicate with the relevant MPOs or State planning agencies at an early stage in plan development. States with coordination programs may wish to incorporate the needs and strategies identified in local coordinated plans into statewide coordination plans.

Depending upon the structure established by local decision-makers, the coordinated planning process may or may not become an integral part of the metropolitan or statewide transportation planning processes. State and local officials should consider the fundamental differences in scope, time horizon, and level of detail between the coordinated planning process and the metropolitan and statewide transportation planning processes. However, there are important areas of overlap between the planning processes, as well. Areas of overlap represent opportunities for sharing and leveraging resources between the planning processes for such activities as: (1) needs assessments based on the distribution of targeted populations and locations of employment centers, employment-related activities, community services and activities, medical centers, housing, and other destinations; (2) inventories of transportation providers/resources, levels of utilization, duplication of service and unused capacity; (3) gap analysis; (4) any eligibility restrictions; and (5) opportunities for increased coordination of transportation services. Local communities may choose the method for developing plans that best fits their needs and circumstances.

- b. Relationship Between the Requirement for Public Participation in the Coordinated Plan and the Requirement for Public Participation in Metropolitan and Statewide Transportation Planning. SAFETEA-LU strengthened the public participation requirements for metropolitan and statewide transportation planning. Title 49 U.S.C. 5303(i)(5) and 5304(f)(3), as amended by SAFETEA-LU, require MPOs and States to engage the public and stakeholder groups in preparing transportation plans, TIPs, and STIPs. “Interested parties” include, among others, affected public agencies, private providers of transportation, representatives of users of public transportation, and representatives of older adults and individuals with disabilities.

MPOs and/or States may work with the lead agency developing the coordinated plan to coordinate schedules, agendas, and strategies of the coordinated planning process with metropolitan and statewide planning in order to minimize additional costs and avoid duplication of efforts. MPOs and States must still provide opportunities for participation when planning for transportation related activities beyond the coordinated public transit-human services transportation plan.

- c. Cycle and Duration of the Coordinated Plan. At a minimum, the coordinated plan should follow the update cycles for metropolitan transportation plans (MTPs) (i.e., four years in air quality nonattainment and maintenance areas and five years in air quality attainment areas). However, communities and States may update the coordinated plan to align with the competitive selection process that is required for JARC and New Freedom projects based on needs identified at the local levels. States, MPOs, designated recipients, and public agencies that administer or operate major modes of transportation should set up a cycle that is conducive to and coordinated with the metropolitan and statewide planning processes, to ensure that selected projects are included in the TIP and STIP, to receive funds in a timely manner.
- d. Role of Transportation Providers that Receive FTA Funding Under the Urbanized and Other Than Urbanized Formula Programs in the Coordinated Planning Process. Recipients of Section 5307 and Section 5311 assistance are the “public transit” in the public transit-human services transportation plan and their participation is assumed and expected. Further, 49 U.S.C. 5307(c)(5) requires that, “Each recipient of a grant shall ensure that the proposed program of projects (POP) provides for the coordination of public transportation services ... with transportation services assisted from other United States Government sources.” In addition, 49 U.S.C. 5311(b)(2)(C)(ii) requires the Secretary of DOT to determine that a State’s Section 5311 projects “provide the maximum feasible coordination of public transportation service ... with transportation service assisted by other Federal sources.” Finally, under the Section 5311 program, States are required to expend 15 percent of the amount available to support intercity bus service. FTA expects the coordinated planning process in rural areas to take into account human service needs that require intercity transportation.

APPENDIX B

Contact Mailing List

CPHSTP Mailing List

Rec	AGENCY	ADDRESS	CITY	STATE	ZIP	CONTACT PERSON	PHONE	FAX
1	AARP Foundation Senior Employment Project	240 W. Caldwell Ave.	Visalia	CA	93277	Linda Herrera	625-8088	625-8089
2	ABLE Industries	8127 Ave. 304	Visalia	CA	93291	Rob Stephenson	651-8150	651-0357
3	Adult Protective Services	3330 W. Mineral King Ave., Suite A	Visalia	CA	93291	Ken McCoy	713-3020	730-9931
4	American Cancer Society	300 N. Willis	Visalia	CA	93291	Sherrie Bakke	734-1391	734-0429
5	American Friends/Project Campesino	208 W. Main St., Suite M	Visalia	CA	93291	Graciela Martinez	733-4844	733-2360
6	California Department of Vocational Rehab.	4930 W. Kaweah Ct., Suite 100	Visalia	CA	93277	William Scott	735-3838	
7	Casa Grande Senior Care Home	347 E. Walnut Ave.	Visalia	CA	93277	Joe Selviero	733-0233	733-7509
8	CAST	1062 S. K Street	Tulare	CA	93274	Teri Rhyman	687-6863	685-2676
9	Center for Independent Living	2606 E. Valley Oaks Dr.	Visalia	CA	93292	Robin Libbee	622-9276	622-9638
10	Central Valley Regional Center	5441 W. Cypress Ave.	Visalia	CA	93277	Bill Hyatt	738-2200	738-2265
11	Child Welfare Services	1066 N. Alta	Dinuba	CA	93618	Joe Hamilton	595-7179	591-4121
12	Child Welfare Services	1055 W. Henderson Ave., Suite 6	Porterville	CA	93257	Joann Bailey	788-1100	788-1107
13	2 Child Welfare Services	160 N. L Street	Tulare	CA	93274	Joann Bailey	685-4732	685-4737
14	1 Child Welfare Services	P.O. Box 671	Visalia	CA	93279	Alicia Aguila	622-1600	737-6319
15	Children's Mental Health Managed Care	3300 S. Fairway St.	Visalia	CA	93277	Kent Henry	733-6969	
16	1 City of Dinuba	405 E. El Monte Way	Dinuba	CA	93618	Blanca Beltran	591-5944	591-5923
17	City of Exeter	137 N. F Street	Exeter	CA	93221	Felix Ortiz	592-3710	592-3556
18	City of Farmersville	909 W. Visalia Rd.	Farmersville	CA	93223	Rene Miller	747-0458	747-6724
19	City of Lindsay	P.O. Box 369	Lindsay	CA	93247	Carmen Wilson	562-7103	562-7021
20	1 City of Porterville	291 N. Main St.	Porterville	CA	93257	Linda Clark	782-7448	781-6437
21	City of Tulare Meals for Seniors	201 N. F Street	Tulare	CA	93274	Lorraine Zorn	685-2330	685-2329
22	1 City of Tulare	411 E. Kern Ave.	Tulare	CA	93274	Darlene Thompson	684-4255	685-5691
23	City of Visalia Recreation Department	345 N. Jacob St.	Visalia	CA	93291	Jeannie Greenwood	713-4365	713-4819
24	City of Visalia Redevelopment Agency	315 E. Acequia	Visalia	CA	93291	Sharon Sheltzer	713-4361	713-4811
25	1 City of Visalia - Transit	425 E. Oak Ave.	Visalia	CA	93291	Monty Cox	713-4100	713-4815
26	1 City of Woodlake	350 N. Valencia Blvd.	Woodlake	CA	93286	Ruben DeLeon	564-2317	564-3006
27	College of the Sequoias	915 S. Mooney Blvd.	Visalia	CA	93277	David Maciel	730-3727	737-4883
28	Community Living Center	628 E. Tulare Ave.	Visalia	CA	93292	Solane Ruiz	733-6459	733-6350
29	COS Nursing Department	915 S. Mooney Blvd.	Visalia	CA	93277	Cindy DeLain	730-3836	730-3732
30	C-SET	P.O. Box 1350	Visalia	CA	93279	Caroly Rose	732-4194	733-3971
31	Cutler-Orosi Senior Center	12691 Ave. 408	Cutler	CA	93615	Isabel Madrid	528-6108	
32	CWS Group Homes	3500B W. Mineral King Ave.	Visalia	CA	93291	Joan Bryant	737-4027	737-4029
33	DaVita Dialysis	545 E. Tulare Ave.	Tulare	CA	93274	Allen Contreras	688-8991	688-0326
34	1 Delta Convalescent	514 N. Bridge St.	Visalia	CA	93291	Mark Fisher	732-8614	732-1082
35	Dinuba Adult School	8470 Ave. 406	Dinuba	CA	93618	William Weller	595-7242	595-7248
36	Dinuba Medical Center	271 N. L Street	Dinuba	CA	93618	John Moore	591-1820	591-8225
37	Dinuba Senior Center	437 N. Eaton	Dinuba	CA	93618	Antoinette Zula	591-2450	591-8430
38	Earlimart Senior Center	P.O. Box 10622	Earlimart	CA	93219	Arnold Gomez	(661) 849-2232	
39	Exeter Senior Center	411 E. Pine	Exeter	CA	93221	Veronica Franco	592-5960	
40	Family Healthcare Network	801 W. Center St.	Visalia	CA	93291	Harry Foster	734-4789	734-1247
41	Family Services of Tulare County	815 W. Oak Ave.	Visalia	CA	93291	Susan Munter	741-7310	732-6708
42	Farmersville Senior Center	444 N. Gene Ave.	Farmersville	CA	93223	Cindy Simpson	594-5844	
43	Farmersville Training Center	907 W. Visalia Rd.	Farmersville	CA	93223	Administrator	747-0342	
44	First 5 of Tulare County	3435 S. Demaree St., Suite A	Visalia	CA	93277	Lucy Rouse	622-8650	622-8651
45	Geriatric Mental Health	3500 W. Mineral King Ave., Suite A	Visalia	CA	93291	Anna Aldana	733-6111	737-4400

CPHSTP Mailing List

Rec	AGENCY	ADDRESS	CITY	STATE	ZIP	CONTACT PERSON	PHONE	FAX
46	Good News Center	1724 N. Dinuba Blvd.	Visalia	CA	93291	Susan Barba	734-1572	734-4921
47	Good Shepherd Lutheran Homes	546 E. Tulare Ave.	Visalia	CA	93292	Francis Moreno	741-7966	
48	Happy Trails Riding Academy	P.O. Box 572	Visalia	CA	93279	Leslie Gardner	688-8685	688-6786
49	Health Care Center	1451 E. El Monte Way	Dinuba	CA	93618	Linda Tarango	591-5858	591-5818
50	Health Care Center	660 E. Visalia Rd.	Farmersville	CA	93223	Irma Romero	594-6788	594-6790
51	Health Care Center	845 N. Sequoia	Lindsay	CA	93247	Linda Tarango	562-6391	562-1530
52	Health Care Center	303 E. Olive	Porterville	CA	93257	Heather Beaty	782-3900	782-3910
53	Health Care Center	2611 N. Dinuba Blvd.	Visalia	CA	93291	Margie Rogriquez	733-6342	733-6962
54	Health Education/Prevention	132 N. Valley Oaks Dr.	Visalia	CA	93292	Marcelo Garcia	733-6123	624-1002
55	Ivanhoe Senior Center	33051 Road 159	Ivanhoe	CA	93235	Bonnie Quiroz	798-1128	
56	1 Kaweah Delta District Hospital/Admin. Office	400 W. Mineral King Ave.	Visalia	CA	93291	Administrator	624-2000	635-4021
57	Kaweah Manor	3710 W. Tulare Ave.	Visalia	CA	93277	Christie Silva	732-2244	732-0243
58	1 Kings-Tulare Area Agency on Aging (KTAAA)	5957 S. Mooney Blvd.	Visalia	CA	93277	Ephraim Rodriguez	737-4660	
59	1 Kings-Tulare Area Agency on Aging (KTAAA)	3500 W. Mineral King Ave., Suite C	Visalia	CA	93291	John Hughes	730-2553	730-4220
60	La Sierra High School	1735 E. Houston Ave.	Visalia	CA	93292	Lorene Valentino	733-6963	433-6845
61	Lindsay Gardens	1011 W. Tulare Rd.	Lindsay	CA	93247	Roxy Gifford	562-0055	562-7245
62	Lindwood Gardens	4444 W. Meadow Ln.	Visalia	CA	93277	Bob Barker	627-1241	627-2809
63	Love Inc.	P.O. Box 1529	Lindsay	CA	93275	Dorinne Henken	562-4437	562-4004
64	Maple Child Development Center	509 W. Maple Ave.	Tulare	CA	93274	Gary Biggs	688-2868	684-8836
65	Maternal Child and Adolescent Health	2325 W. Main St.	Visalia	CA	93291	Administrator	627-1097	
66	Mental Health Services Adult	303 E. Olive	Porterville	CA	93257	Administrator	782-4150	782-4164
67	Mental Health Services Adult	2611 N. Dinuba Blvd.	Visalia	CA	93291	Dr. Alisa Vogel	733-6880	737-4354
68	Merrit Manor Convalescent Hospital	604 E. Merrit Ave.	Tulare	CA	93274	Marlene Luiz	686-1601	686-8448
69	Multipurpose Senior Services Program	3500C W. Mineral King Ave.	Visalia	CA	93291	Elissa Padilla	730-9920	624-1042
70	New Covenant Care Center	1730 S. College Ave.	Dinuba	CA	93618	Louise Emerzian	591-3300	591-0705
71	Open Gate Ministries Shelter Home	133 South L Street	Dinuba	CA	93618	Margaret Lopez	591-7232	
72	Orange Belt Stages	P.O. Box 949	Visalia	CA	93291	Bruce Lynn	733-4408	733-0538
73	Parenting Network	1900 N. Dinuba Blvd., Suite A	Visalia	CA	93291	Mike Gibson	625-0384	625-1533
74	Pixley Healthy Start Program	P.O. Box Drawer P	Pixley	CA	93256	Becky Florez	757-3131	757-3410
75	Porterville Adult School	900 W. Pioneer Ave.	Porterville	CA	93257	Robert Perez	782-7030	
76	Porterville College	100 E. College Ave.	Porterville	CA	93257	Maria Roman	791-2200	784-4779
77	1 Porterville Convalescent Hospital	1100 W. Morton Ave.	Porterville	CA	93257	Michelle Lawrence	782-1509	781-5220
78	Porterville Developmental Center	P.O. Box 2000	Porterville	CA	93258	Pat Campbell	782-2205	782-2144
79	Porterville Senior Center	466 Putnam Ave.	Porterville	CA	93257	Diane	781-0266	
80	Porterville Senior Daycare	227 E. Oak Ave.	Porterville	CA	93257	Sheri Taylor	783-9815	784-3649
81	1 Porterville Sheltered Workshop	1924 S. Newcomb St.	Porterville	CA	93257	Steve Ramsey	781-0352	781-8981
82	Prestige Assisted Living	3120 W. Caldwell Ave.	Visalia	CA	93277	Helen Hurley	735-0828	739-8352
83	Proteus Inc.	1830 N. Dinuba Blvd.	Visalia	CA	93291	Mike McCann	733-5423	738-1137
84	Quail Park	4520 W. Cypress Ave.	Visalia	CA	93277	Carolyn Dais	624-3500	624-3535
85	Reedley College	995 N. Reed Ave.	Reedley	CA	93654	David McMunn	637-2504	637-2518
86	1 Retired Senior Volunteer Program	310 N. Locust	Visalia	CA	93291	Ramon Sanchez	713-4481	713-4813
87	San Joaquin Valley College	8400 W. Mineral King Ave.	Visalia	CA	93291	Administrator	651-2500	
88	Self Help Enterprises	P.O. Box 6520	Visalia	CA	93290	Mike Lane	651-1000	651-3634
89	Senior Companion Program	149 N. Fulton	Fresno	CA	93701	Anthony Cody	498-6377	485-1591
90	Sierra Hills	2500 W. Henderson Ave.	Porterville	CA	93257	Manager	788-0311	

CPHSTP Mailing List

Rec	AGENCY	ADDRESS	CITY	STATE	ZIP	CONTACT PERSON	PHONE	FAX
91	Sierra Valley Rehab Center	301 W. Putnam Ave.	Porterville	CA	93257	Christopher Avelino	784-7375	784-4636
92	Social Vocational Services	1149 Batavia Court	Tulare	CA	93274	Millie Kelly	684-9280	684-1276
93	Social Vocational Services	94 W. Doris Ave.	Porterville	CA	93257	Lori Witt	781-9596	781-6107
94	Springville Senior Center/Martin Mem. Bldg.	35800 Highway 190	Springville	CA	93265	Judy Moore	539-0304	
95	Strathmore Coordinating Council	189 N. Elmwood	Lindsay	CA	93247	Sally McDonald	562-4434	562-2944
96	Supplemental Security Income Advocate	4025 W. Noble Ave., Suite B	Visalia	CA	93277	Administrator	713-5005	713-5187
97	TCOVE	4136 N. Mooney Blvd.	Tulare	CA	93274	Melinda Brown	688-0571	688-5913
98	1 The Creative Center	606 N. Bridge St.	Visalia	CA	93291	Bailey Hagar	733-9329	733-3031
99	Transcription	3346 W. Mineral King Ave.	Visalia	CA	93291	Elaine Croft	740-4312	
100	Transitional Living Center	546 E. Tulare Ave.	Visalia	CA	93291	Hugo Padilla	733-6648	733-6649
101	Tulare Adult School	575 W. Maple Ave.	Tulare	CA	93274	Administrator	686-0225	687-7447
102	Tulare County Board of Supervisors	2800 W. Burrel Ave.	Visalia	CA	93291	Jeff Forbes	733-6271	733-6898
103	Tulare County Board of Supervisors	2800 W. Burrel Ave.	Visalia	CA	93291	Allen Ishida	733-6271	733-6898
104	Tulare County Board of Supervisors	2800 W. Burrel Ave.	Visalia	CA	93291	Connie Conway	733-6271	733-6898
105	Tulare County Board of Supervisors	2800 W. Burrel Ave.	Visalia	CA	93291	Phillip Cox	733-6271	733-6898
106	Tulare County Board of Supervisors	2800 W. Burrel Ave.	Visalia	CA	93291	J. Steven Worthley	733-6271	733-6898
107	Tulare County Board of Supervisors	2800 W. Burrel Ave.	Visalia	CA	93291	Mike Ennis	733-6271	733-6898
108	Tulare County Child Care Education Program	700 Doe Ave., Suite C	Visalia	CA	93291	Margaret Moholt	651-3022	651-3802
109	Tulare County Children Medical Services	115 E. Tulare	Tulare	CA	93274	Kathy Farrell	685-2533	685-4701
110	1 Tulare County DA/Child Welfare Services	8070 Doe Ave.	Visalia	CA	93291	Sondra Reester	733-6411	
111	Tulare County Deaf & Hard of Hearing Services	P.O. Box 5091	Visalia	CA	93278	Linda McKean	733-6810	733-6610
112	Tulare County Dept. of Mental Health Services	3300 S. Fairway St.	Visalia	CA	93277	Kent Henry	733-6880	737-4429
113	Tulare County Dept. of Public Social Services	100 E. Center St.	Visalia	CA	93277	Jackie Whitney	733-6110	730-2612
114	Tulare County Dept. of Public Social Services	458 East Oneal	Tulare	CA	93274	Ramona Brown	685-2600	685-2645
115	Tulare County Freeze Task Force	P.O. Box 1350	Visalia	CA	93277	Carolyn Rose	732-4194	733-3971
116	1 Tulare County HHSA	5957 S. Mooney Blvd.	Visalia	CA	93277	Ray Bullick	624-1072	737-4572
117	12 Tulare County HHSA	P.O. Box 1375	Tulare	CA	93275			
118	Tulare County Housing Authority	P.O. Box 791	Visalia	CA	93279	Margaret Lowe	627-3400	733-0169
119	Tulare County Mental Health	3300 S. Fairway St.	Visalia	CA	93277	Administrator	730-9922	730-9937
120	1 Tulare County Mental Health Services	5957 S. Mooney Blvd.	Visalia	CA	93277	Dr. Cheryl Duerksen	737-4660	737-4572
121	Tulare County Office of Education	P.O. Box 5091	Visalia	CA	93278	Susanna Garza	733-6307	733-6610
122	1 Tulare County Prevention Services	132 N. Valley Oaks Dr.	Visalia	CA	93292	Omar DeLeon	733-6123	624-1067
123	Tulare County Redevelopment	5961 S. Mooney Blvd.	Visalia	CA	93277	Ted Smalley	733-6291	730-2653
124	1 Tulare County Transit	5961 S. Mooney Blvd.	Visalia	CA	93277	Dan Fox	733-6653	740-4448
125	Tulare County Workforce Investment Dept.	4025 W. Noble Ave., Suite A	Visalia	CA	93277	Kathy Johnson	713-5200	713-5262
126	Tulare Emergency Aid Council	299 S. L Street	Tulare	CA	93274	Chris Burrows	686-3693	686-7442
127	Tulare Nursing and Rehab Center	580 E. Merrit Ave.	Tulare	CA	93274	Terri Gomez	686-8581	686-5393
128	Tulare Senior Center	201 N. F Street	Tulare	CA	93274	Lorraine Zorn	685-2330	685-2329
129	1 TulareWORKS	5957 S. Mooney Blvd.	Visalia	CA	93277	Ephraim Rodriguez	737-4660	
130	Tulare Works, Visalia Office	100 E. Center St.	Visalia	CA	93291	Jackie Whitney	622-1500	730-2612
131	Tule River Indian Senior Health Center	P.O. Box 768	Porterville	CA	93258	Administrator	784-2316	781-6514
132	Tule River Tribal Council	P.O. Box 589	Porterville	CA	93258	Rodney Martin	781-4271	781-4610
133	Turning Point of Central California (REAP)	1905 S. Court St.	Visalia	CA	93277	Marie Silvera	627-4043	627-5344
134	Valley Care Center	661 W. Poplar Ave.	Porterville	CA	93257	Mark Mann	784-8371	784-8098
135	Veterans Services	205 N. L Street	Tulare	CA	93274	Dan Britton	685-3300	685-3370

CPTHSTP Mailing List

Rec	AGENCY	ADDRESS	CITY	STATE	ZIP	CONTACT PERSON	PHONE	FAX
136	Villa Manor Care Center	350 N. Villa	Porterville	CA	93257	Nancy Smart	784-6644	784-3178
137	Visalia Employment Development Dept.	4025 W. Noble Ave., Suite B	Visalia	CA	93277	Marcia Becerra	713-5140	739-0633
138	Visalia Nursing and Rehab Center	1925 E. Houston Ave.	Visalia	CA	93292	Administrator	732-1020	732-6937
139	1 Visalia Senior Center	310 N. Locust	Visalia	CA	93291	Terry Romero	713-4381	713-4831
140	Visalia YMCA	211 W. Tulare Ave.	Visalia	CA	93277	Sue Lowas	627-0700	739-7819
141	Walnut Park Retirement Residence	4119 W. Walnut Ave.	Visalia	CA	93277	Steve Clemons	739-1339	739-1340
142	1 Westgate Gardens Care Center	4525 W. Tulare Ave.	Visalia	CA	93277	Malea King	733-0901	733-8757
143	WIC	1433 E. El Monte Way	Dinuba	CA	93618	Linda Sward	591-5826	591-5823
144	Woodlake Senior Center	179 N. Magnolia	Woodlake	CA	93286	Mary Vasquez	564-3251	
145	Yellow Cab/Checker Cab	913 S. Lovers Lane	Visalia	CA	93277	Connie Kemp	732-8294	

- 7 Ivanhoe Citizens
- 2 Visalia Citizens
- 2 Porterville Citizens

47 Total Surveys Received

7	Provider Survey
4	Purchaser Survey
36	User Survey

APPENDIX C

Transportation Provider & Purchaser Survey Forms

- ~Survey Cover Letter*
- ~Provider Survey*
- ~Purchaser Survey*



5961 S. Mooney Blvd.
Visalia, California 93277
(559)733-6291
FAX (559)733-6720

Tulare County Association of Governments

May 4, 2007

Dear Transportation Coordinator or Advocate:

The Tulare County Association of Governments (TCAG) has begun work on the Tulare County Coordinated Transportation Plan. This federally mandated plan will provide a comprehensive county-wide program for improving the mobility of seniors, disabled persons and low income individuals living within Tulare County by increasing the coordination of transportation services to these individuals.

As an organization that either directly operates transportation services or one that secures transportation services for your clients or consumers, your participation in the development of this plan is crucial. By completing the attached survey, you will be assisting us in cataloguing the needs and resources of the above mentioned target groups, and aid us in identifying and promoting opportunities for coordination among public transit providers, social/human services agencies, advocacy groups, and other organizations currently working with seniors, disabled persons and low income individuals.

The Coordinated Transportation Plan will be used to guide the future use of federal transit funds related to these target populations, and will open the door for additional federal transportation funds within Tulare County. Your participation in this survey insures that you are included in the Plan's "stakeholder" database and are apprised of all associated grant opportunities.

Please complete and return the attached survey by **Monday, May 21, 2007**, to:

Mail survey to: TPG Consulting, 222 N. Garden, Suite 100, Visalia, CA 93291

Or, fax to: (559) 739-8072

Or, email to: jmiller@tpgconsulting.net

Thank you for your cooperation in this matter. If you have any questions or require additional information do not hesitate to contact Jennie Miller at (559) 739-8072.

Sincerely,

Marvin Demmers
Associate Regional Planner

Tulare County Coordinated Transportation Plan - Provider Survey

The Tulare County Association of Governments is in the process of developing a Coordinated Transportation Plan for Tulare County. The Plan is a Federal mandate aimed at providing for better utilization of existing and planned transportation services. This Survey serves as a tool for identifying the existing transportation services being provided within Tulare County, as well as identifying opportunities for planning and coordination to address transportation needs.

-Thank you for your participation.

1. Contact Information:

Agency Name: _____

Address: _____

Contact: _____

Title: _____

Phone: _____

Fax: _____

Email: _____

2. Please Describe the Service Area in Which Your Agency Operates: (Attach map if possible.)

City Limits Only City & County Unincorporated Areas Only Approximate Square Miles

Name of Cities and/or Communities _____

3. Describe Your Agency Including the Years You Have Provided Transportation, the Hours You Operate, the Clients You Serve, and/or any Agencies You Provide Transportation For: (You may also attach a brochure or flier at your discretion.)

4. Please Check all of the Descriptions Below that Apply to Your Agency:

Private non-profit Private for-profit Public agency Other (describe) _____

We provide transportation for our clients using our own, or leased, vehicles.

We provide transportation for our clients using volunteers who have their own vehicles.

We purchase transportation services for our clients from _____

We provide transportation for the clients of other agencies.

We reimburse our clients for their transportation costs (bus token, mileage, etc.)

We direct our clients to use regular transportation

Other (please specify) _____

5. Please Indicate the Type of Clients You Assist with Transportation in Each Category:

Elderly Homeless Persons with Mental Illness Low income

Children Youth/teens Persons with Disabilities Use wheelchairs

Other (please specify) _____

6. Describe Any Client Eligibility Requirements/Restrictions (age, income, specific disability, etc.):

7. Please Check all of the locations that describe Where You Transport Your Clients to:

Only to our facility Work Religious activities Programs of other agencies

Outings and field trips Shopping Medical appointments School or educational/training programs

Other (please specify) _____

8. Please Check all of the Items that Describe Your Opinion of the Transportation Needs of Your Clients:

Better or more frequent bus/transit service Better or more frequent door-to-door transportation

Travel training to help clients learn to use public transit More funding for social service agencies to transport clients

Ample transportation exists, it needs better coordination Our clients have no unmet transportation needs

Other (please specify) _____

Tulare County Coordinated Transportation Plan - Provider Survey

9. Please Check all of the Items that Describe the Needs of Your Agency:

- We need more money to provide transportation to our clients.
 - We could use assistance and/or money to purchase vehicles.
 - We would be interested in finding someone to transport our clients for us if the cost was reasonable.
 - We need to find someone reliable to maintain our vehicles.
 - We would consider transporting the clients of other agencies if they would pay us enough.
 - We could use assistance in scheduling and routing our vehicles.
 - We have trouble finding reliable, qualified drivers.
 - We could use help with driver training.
- Other (please specify) _____

10. Please Estimate the Following Regarding the Transportation You Provide (Annual Information):

The number of one-way rides you provide each year _____
 The number of different people (unduplicated clients) you provide transportation for each year _____

11. Please Estimate the Following (Monthly Information):

The average number of monthly vehicle miles traveled by your agency's vehicles _____

12. Please Indicate the Number of Vehicles in each Category your Agency Operates:

Cars Mini-Vans Vans Buses Other type _____

Do any of your vehicles have wheelchair lifts or ramps? NO YES If yes, how many? _____

What type(s) of fuel do your vehicles use (ie: gasoline, CNG, etc.) _____

How many of these vehicles will need to be replaced in the next three years? _____

13. How do you Maintain your Fleet:

Perform in-house
 Contract to outside vendor
 Other (please specify) _____

14. Briefly Describe the Management/Operation of Your Service (ie: number of dispatchers, full or part-time drivers, clerical staff, etc.):

# of Drivers	Full Time _____	Part Time _____	Volunteer _____
# of Dispatchers	Full Time _____	Part Time _____	
# of Clerical Staff	Full Time _____	Part Time _____	

Other (describe) _____

15. Please Estimate How Much Your Agency Spends Each Year for Each of the Following:

Paying mileage reimbursements to people who drive for you	\$ _____
Paying a contractor to transport your clients	\$ _____
Paying for bus tokens or passes for your clients	\$ _____
Operating Costs (Include driver wages, fuel, insurance, maintenance, vehicle registration, staffing costs for driver training, making trip arrangements with clients, van scheduling, etc.)	\$ _____
Administrative Costs (Include staff time for general management of transportation program, employee recruitment costs, etc.)	\$ _____
Capital Costs (Vehicle purchase etc.)	\$ _____
Other (please specify) _____	\$ _____
TOTAL:	\$ _____

Tulare County Coordinated Transportation Plan - Provider Survey

16. Please Estimate How Much Funding for Transportation You Receive Each Year from the Following:

Federal (please specify type) _____ \$ _____
State (please specify type) _____ \$ _____
Local (please specify type) _____ \$ _____
Other (please specify type) _____ \$ _____
TOTAL: \$ _____

17. Compared to Last Year, Did Your Agency's Transportation Budget:

____ Increase ____ Decrease ____ Stay the same

18. Do You Currently Have any Cooperative Service Agreements/Arrangements for Transportation?

____ No
Yes, with _____

19. What Primary Barriers to Coordinating Transportation Exist for Your Agency?

20. We Welcome Any Other Comments That Would Help Us Prepare the Tulare County Coordinated Plan:

Thank you for taking the time to assist us with this important effort!

Please mail completed survey to: TPG Consulting, 222 N. Garden St, Suite 100, Visalia, CA 93291
Or, fax completed survey to: (559) 739-8377
Email responses or questions to: jmiller@tpgconsulting.net

Please Respond By Monday, May 21st, 2007

Tulare County Coordinated Transportation Plan - Purchaser Survey

The Tulare County Association of Governments is in the process of developing a Coordinated Transportation Plan for Tulare County. The Plan is a Federal mandate aimed at providing for better utilization of existing and planned transportation services. This Survey serves as a tool for identifying the existing transportation services being provided within Tulare County, as well as identifying opportunities for planning and coordination to address transportation needs.

-Thank you for your participation.

1. Contact Information:

Agency Name: _____

Address: _____

Contact: _____

Title: _____

Phone: _____

Fax: _____

Email: _____

2. Please Describe the Service Area in Which Your Agency Operates: (Attach map if possible.)

City Limits Only City & County Unincorporated Areas Only Approximate Square Miles

Name of Cities and/or Communities _____

3. Describe Your Agency Including the Years You Have Provided Transportation, the Clients You Serve, and/or any Agencies You Provide Transportation For: (You may also attach a brochure or flier at your discretion.)

4. Please Check all of the Descriptions Below that Apply to Your Agency:

Private non-profit Private for-profit Public agency Other (describe) _____

We provide transportation for our clients using volunteers who have their own vehicles.

We purchase transportation services for our clients from _____

We provide transportation for the clients of other agencies.

We reimburse our clients for their transportation costs (bus token, mileage, etc.)

We direct our clients to use regular transportation

Other (please specify) _____

5. Please Indicate the Type of Clients You Assist with Transportation in Each Category:

Elderly Homeless Persons with Mental Illness Low income

Children Youth/teens Persons with Disabilities Use wheelchairs

Other (please specify) _____

6. Describe Any Client Eligibility Requirements/Restrictions (age, income, specific disability, etc.):

7. Please Check all of the locations that describe Where You Transport Your Clients to:

Only to our facility Work Religious activities Programs of other agencies

Outings and field trips Shopping Medical appointments School or educational/training programs

Other (please specify) _____

8. Please Check all of the Items that Describe Your Opinion of the Transportation Needs of Your Clients:

Better or more frequent bus/transit service Better or more frequent door-to-door transportation

Travel training to help clients learn to use public transit More funding for social service agencies to transport clients

Ample transportation exists, it needs better coordination Our clients have no unmet transportation needs

Other (please specify) _____

Tulare County Coordinated Transportation Plan - Purchaser Survey

9. Please Check all of the Items that Describe the Needs of Your Agency:

- We need more money to provide transportation to our clients.
 - We could use assistance and/or money to purchase vehicles.
 - We would be interested in finding someone to transport our clients for us if the cost was reasonable.
 - We could use assistance in scheduling trips.
- Other (please specify) _____

10. Please Estimate How Much Your Agency Spends Each Year for Each of the Following:

- Paying mileage reimbursements to people who drive for you \$ _____
 - Paying a contractor to transport your clients \$ _____
 - Paying for bus tokens or passes for your clients \$ _____
 - Other (please specify) _____ \$ _____
- TOTAL: \$ _____**

11. Please Estimate How Much Funding for Transportation You Receive Each Year from the Following:

- Federal (please specify type) _____ \$ _____
 - State (please specify type) _____ \$ _____
 - Local (please specify type) _____ \$ _____
 - Other (please specify type) _____ \$ _____
- TOTAL: \$ _____**

12. Compared to Last Year, Did Your Agency's Transportation Budget:

- Increase Decrease Stay the same

13. Do You Currently Have any Cooperative Service Agreements/Arrangements for Transportation?

- No
Yes, with _____

14. What Primary Barriers to Coordinating Transportation Exist for Your Agency?

15. We Welcome Any Other Comments That Would Help Us Prepare the Tulare County Coordinated Plan:

Thank you for taking the time to assist us with this important effort!

Please mail completed survey to: TPG Consulting, 222 N. Garden St, Suite 100, Visalia, CA 93291
Or, fax completed survey to: (559) 739-8377
Email responses or questions to: jmiller@tpgconsulting.net

Please Respond By Monday, May 21st, 2007

APPENDIX D

Transportation Provider Survey Summaries

AGENCY:

City of Dinuba

ADDRESS:

405 E. El Monte
Dinuba, California 93618
(559) 594-5944

CONTACT PERSON:

Blanca Beltran, Public Works Director

SERVICE AREA:

Dinuba

TYPE OF SERVICE
AND BACKGROUND:

The City of Dinuba provides fixed route and demand-response services, as well as a Dinuba Connection trolley service.

HOURS AND DAYS
OF OPERATION:

Fixed Route service operates Monday through Friday from 9am to 3pm. Demand-response service operates Monday through Friday from 7:30am to 4:30pm. The trolley operates Monday through Thursday from 9am to 6pm, and Friday through Saturday from 9am to 9pm.

NUMBER AND TYPE OF
PASSENGERS PER YEAR:

Transportation is provided to the general public, including seniors, persons with disabilities and low-income individuals. No data on the annual number of passengers served is available.

PASSENGER ELIGIBILITY
REQUIREMENTS:

Children under 5 must be accompanied by an adult.

NUMBER, AND TYPE
OF VEHICLES:

Three buses that are all ADA compliant. They use both gasoline and CNG fuel. One vehicle will need to be replaced in the next three years.

MILES TRAVELED EACH
MONTH:

3,000 miles

MANAGEMENT STRUCTURE
AND RESPONSIBILITIES:

Services are contracted out to a private company, but vehicle maintenance is performed in-house.

FUNDING SOURCES AND
EXPENDITURES:

Expenditures:

Contract Fees:	\$257,000
Operating Costs:	\$15,000
Administrative Costs:	\$15,000
<i>Total:</i>	<i>\$287,000</i>

Revenues:

State Funding:	\$287,000
<i>Total:</i>	<i>\$287,000</i>

COOPERATIVE SERVICE
AGREEMENTS:

MV Transportation

AGENCY: **City of Porterville**

ADDRESS: 291 N. Main St.
Porterville, California 93257
(559) 782-7448

CONTACT PERSON: Linda Clark, Administrative Assistant

SERVICE AREA: Porterville and specified County areas.

TYPE OF SERVICE AND BACKGROUND: The City of Porterville has been providing service since 1981. It currently operates fixed route and demand-response services.

HOURS AND DAYS OF OPERATION: Fixed Route service operates Monday through Friday from 7am to 7pm, and Saturday from 9am to 5pm. Demand-response service operates Monday through Friday from 7am to 8pm, and Saturday from 9am to 6pm.

NUMBER AND TYPE OF PASSENGERS PER YEAR: Transportation is provided to the general public, including seniors, persons with disabilities and low-income individuals. Approximately 510,000 passengers are served each year.

PASSENGER ELIGIBILITY REQUIREMENTS: Children under 7 must be accompanied by an adult. The demand-response service is a senior/disabled only service. ADA certification is required for disabled designation.

NUMBER, AND TYPE OF VEHICLES: Ten buses, nine Activans, one trolley bus, and one car. All of the buses are ADA compliant. They currently use both gasoline and diesel fuel, but are transitioning to a CNG fleet. At least four vehicles will need to be replaced in the next three years.

MILES TRAVELED EACH MONTH: 47,000 miles

MANAGEMENT STRUCTURE AND RESPONSIBILITIES: Services are contracted out to a private company, but vehicle maintenance is performed in-house.

TYPE AND NUMBER OF STAFF:
11 Full-time drivers
9 Part-time drivers
2 Full-time dispatchers
1 Part-time dispatcher
2 Full-time clerical staff
1 Part-time clerical staff

City of Porterville cont...

FUNDING SOURCES AND EXPENDITURES:

Expenditures:

Operating Costs:	\$1,406,000
Administrative Costs:	\$335,000
Capital Costs:	\$2,846,000
<i>Total:</i>	<i>\$4,587,000</i>

Revenues:

Federal Funding (FTA):	\$2,559,000
State Funding (STAF):	\$538,000
Local Funding (LTF):	\$1,000,000
<i>Total:</i>	<i>\$4,097,000</i>

COOPERATIVE SERVICE AGREEMENTS:

Sierra Management

AGENCY:

City of Tulare

ADDRESS:

411 E. Kern Ave.
Tulare, California 93274
(559) 685-2300

CONTACT PERSON:

Darlene Thompson, Finance Director

SERVICE AREA:

Tulare and specified County areas (Route 6)

TYPE OF SERVICE
AND BACKGROUND:

The City of Tulare has been providing service since 1988. It currently operates fixed route and demand-response services.

HOURS AND DAYS
OF OPERATION:

Fixed Route service operates Monday through Friday from 6:30am to 6pm, and Saturday from 9am to 5:30pm. Demand-response service operates Monday through Friday from 6am to 6pm, and Saturday from 7am to 6pm.

NUMBER AND TYPE OF
PASSENGERS PER YEAR:

Transportation is provided to the general public, including seniors, persons with disabilities and low-income individuals. Approximately 384,000 passengers are served each year.

PASSENGER ELIGIBILITY
REQUIREMENTS:

Children under 7 should be accompanied by an adult. ADA certification is required for disabled designation.

NUMBER, AND TYPE
OF VEHICLES:

Thirteen buses, four Activans, three mini-vans, and two cars. Twelve of the vehicles are ADA compliant. They use CNG, LNG and gasoline fuel. At least five vehicles will need to be replaced in the next three years.

MILES TRAVELED EACH
MONTH:

39,000 miles

MANAGEMENT STRUCTURE
AND RESPONSIBILITIES:

Services are contracted out to a private company.

FUNDING SOURCES AND
EXPENDITURES:

<u>Expenditures:</u>	
Operating Costs:	\$2,226,000
Capital Costs:	\$420,000
<i>Total:</i>	<i>\$2,646,000</i>
<u>Revenues:</u>	
Federal Funding (FTA):	\$266,000
State Funding (STAF):	\$113,000
Local Funding (LTF):	\$1,610,000
<i>Total:</i>	<i>\$1,989,000</i>

COOPERATIVE SERVICE
AGREEMENTS:

MV Transportation

AGENCY: **City of Visalia**

ADDRESS: 425 E. Oak Ave., Suite 101
Visalia, California 93291
(559) 713-4100

CONTACT PERSON: Monty Cox, Transit Manager

SERVICE AREA: Visalia, Goshen, Farmersville, Exeter

TYPE OF SERVICE AND BACKGROUND: The City of Visalia has been providing service since 1981. It currently operates fixed route, demand-response and trolley services.

HOURS AND DAYS OF OPERATION: Service is provided seven days a week: Monday through Friday from 6am to 9:30pm, Saturday from 9am to 6:30pm, and Sunday from 8am to 3:30pm.

NUMBER AND TYPE OF PASSENGERS PER YEAR: Transportation is provided to the general public, including seniors, persons with disabilities and low-income individuals. Approximately 1,500,000 passengers are served each year.

PASSENGER ELIGIBILITY REQUIREMENTS: ADA certification is required for disabled designation.

NUMBER, AND TYPE OF VEHICLES: Twenty-nine buses, nine demand-response vehicles, and six trolleys, all of which are ADA compliant. They use CNG, gasoline and diesel fuel. Ten vehicles will need to be replaced in the next three years.

MILES TRAVELED EACH MONTH: 100,364 miles

MANAGEMENT STRUCTURE AND RESPONSIBILITIES: Services are contracted out to a private company. All services are run out of the City's new Operations and Maintenance Facility.

TYPE AND NUMBER OF STAFF: 65 Full-time drivers
4 Full-time dispatchers
3 Full-time clerical staff

City of Visalia cont...

FUNDING SOURCES AND EXPENDITURES:

Expenditures:

Operating Costs:	\$4,040,000
Capital Costs:	\$8,000,000
<i>Total:</i>	<i>\$12,040,000</i>

Revenues:

Federal Funding (FTA):	\$5,000,000
Local Funding (LTF):	\$3,100,000
<i>Total:</i>	<i>\$8,100,000</i>

COOPERATIVE SERVICE AGREEMENTS:

MV Transportation

AGENCY: **City of Woodlake**

ADDRESS: 350 N. Valencia Blvd.
Woodlake, California 93286
(559) 564-2317

CONTACT PERSON: Ruben DeLeon, Public Works Superintendent

SERVICE AREA: Woodlake and specified County areas.

TYPE OF SERVICE AND BACKGROUND: The City of Woodlake has been providing demand-response service for eight years.

HOURS AND DAYS OF OPERATION: The demand-response service operates Monday through Friday from 7am to 3:30pm.

NUMBER AND TYPE OF PASSENGERS PER YEAR: They provide transportation to the general public, including seniors, persons with disabilities and low-income individuals. No data on the annual number of passengers served is available.

PASSENGER ELIGIBILITY REQUIREMENTS: None

NUMBER, AND TYPE OF VEHICLES: One bus that is ADA compliant, and runs on gasoline. No vehicles will need to be replaced in the next three years.

MILES TRAVELED EACH MONTH: 1,300 miles

MANAGEMENT STRUCTURE AND RESPONSIBILITIES: Services are performed in-house.

TYPE AND NUMBER OF STAFF: 1 Full-time driver

FUNDING SOURCES AND EXPENDITURES:

<u>Expenditures:</u>	
Operating Costs:	\$109,900
Capital Costs:	\$67,500
<i>Total:</i>	<i>\$173,450</i>
<u>Revenues:</u>	
Federal Funding (FTA):	\$54,000
State Funding (STAF):	\$109,900
Local Funding (LTF):	\$13,500
<i>Total:</i>	<i>\$173,450</i>

COOPERATIVE SERVICE AGREEMENTS: Tulare County

AGENCY: **Porterville Sheltered Workshop**

ADDRESS: 1924 S. Newcomb St.
Porterville, California 93257
(559) 781-0352

CONTACT PERSON: Steve Ramsey, Director of Transportation

SERVICE AREA: Porterville and surrounding communities in Tulare County.

TYPE OF SERVICE AND BACKGROUND: Provides transportation to developmentally disabled citizens.

HOURS AND DAYS OF OPERATION: Service is provided to and from client services; varies depending on program.

NUMBER AND TYPE OF PASSENGERS PER YEAR: Clients include seniors, and persons with mental and/or physical disabilities. Approximately 360,000 clients are served each year.

PASSENGER ELIGIBILITY REQUIREMENTS: All clients must be referred by the Central Valley Regional Center (CVRC).

NUMBER, AND TYPE OF VEHICLES: Twenty-six buses and sixteen vans. All of the buses are ADA compliant. They use gasoline and diesel fuel. Eight vehicles will need to be replaced in the next three years.

MILES TRAVELED EACH MONTH: 39,000 miles

MANAGEMENT STRUCTURE AND RESPONSIBILITIES: Services are performed in-house.

TYPE AND NUMBER OF STAFF:
18 Full-time drivers
8 Part-time drivers
1 Part-time dispatcher
2 Full-time clerical staff

FUNDING SOURCES AND EXPENDITURES:

<u>Expenditures:</u>	
Mileage Reimbursements:	\$105,000
Operating Costs:	\$1,300,000
Administrative Costs:	\$198,000
Capital Costs:	\$50,000
<i>Total:</i>	<i>\$1,653,000</i>
<u>Revenues:</u>	
State Funding (CVRC):	\$1,500,000
Other (CVRC-service fees):	\$26,000
Other:	\$150,000
<i>Total:</i>	<i>\$1,676,000</i>

<u>AGENCY:</u>	Tulare County Area Transit (TCaT)
<u>ADDRESS:</u>	5961 S. Mooney Blvd. Visalia, California 93277 (559) 733-6653
<u>CONTACT PERSON:</u>	Dan Fox, Transit Coordinator
<u>SERVICE AREA:</u>	County-wide (approximately 360 square miles)
<u>TYPE OF SERVICE AND BACKGROUND:</u>	TCaT has been providing service to County residents since 1981. It currently operates both fixed route and demand-response services.
<u>HOURS AND DAYS OF OPERATION:</u>	Service is provided Monday through Friday from 5:25am to 7:25pm, and Saturday from 9:30am to 3:25pm.
<u>NUMBER AND TYPE OF PASSENGERS PER YEAR:</u>	Transportation is provided to the general public, including seniors, persons with disabilities and low-income individuals. Approximately 105,000 passengers are served each year.
<u>PASSENGER ELIGIBILITY REQUIREMENTS:</u>	None
<u>NUMBER, AND TYPE OF VEHICLES:</u>	Twelve buses, all of which are ADA compliant. They use gasoline and diesel fuel. Six vehicles will need to be replaced in the next three years.
<u>MILES TRAVELED EACH MONTH:</u>	38,000 miles
<u>MANAGEMENT STRUCTURE AND RESPONSIBILITIES:</u>	Services are contracted out to a private company.
<u>TYPE AND NUMBER OF STAFF:</u>	10 Full-time drivers 2 Part-time drivers 1 Full-time dispatcher 1 Part-time dispatcher 1 Full-time clerical staff

TCaT cont...

FUNDING SOURCES AND EXPENDITURES:

Expenditures:

Contractor Costs:	\$660,000
Operating Costs:	\$1,200,000
Administrative Costs:	\$85,000
Capital Costs:	\$360,000
<i>Total:</i>	<i>\$2,305,000</i>

Revenues:

Federal Funding (FTA):	\$260,000
State Funding (LTF):	\$85,000
Local Funding (Measure R):	\$500,000
<i>Total:</i>	<i>\$845,000</i>

COOPERATIVE SERVICE AGREEMENTS:

Kings-Tulare Area Agency on Aging, and the Cities of Lindsay, Porterville, Tulare, Visalia and Woodlake.

APPENDIX E

Transportation Purchaser Survey Summaries

AGENCY: Tulare County Health and Human Services Agency (HHSA)

ADDRESS: 5957 S. Mooney Blvd.
Visalia, California 93277
(559) 624-1072

CONTACT PERSON: R. Bullick, Director of Health

SERVICE AREA: Tulare County

TYPE OF SERVICE AND BACKGROUND: Tulare County HHSA provides health and human services for Tulare County residents. They provide reimbursement for transportation to eligible clients. In Dinuba they also operate the Call 4 Cars program to transport clients using County vehicles.

TYPE OF PASSENGERS: Transportation is provided to prenatal, TB and HIV clients, to attend clinic appointments.

PASSENGER ELIGIBILITY REQUIREMENTS: Clients must participate in an approved activity.

FUNDING SOURCES AND EXPENDITURES:

Expenditures:

Mileage Reimbursements:	\$50,000
Tokens and Passes:	\$10,000
<i>Total:</i>	<i>\$60,000</i>

Revenues:

Federal Funding:	\$15,000
State Funding:	\$15,000
Local Funding:	\$30,000
<i>Total:</i>	<i>\$60,000</i>

AGENCY:

**Tulare County Health and Human Services Agency
Kings-Tulare Area Agency on Aging (KTAAA)**

ADDRESS:

5957 S. Mooney Blvd.
Visalia, California 93277
(559) 737-4660

CONTACT PERSON:

Ephram Rodriguez, Program Specialist

SERVICE AREA:

Tulare County

TYPE OF SERVICE
AND BACKGROUND:

KTAAA is a Tulare County HHSA program designed to empower seniors. KTAAA purchases public transportation services for their clients, and provides transportation reimbursement.

TYPE OF PASSENGERS:

Transportation is provided to seniors, and volunteers that work with seniors, to attend medical appointments and KTAAA sponsored events.

PASSENGER ELIGIBILITY
REQUIREMENTS:

Clients must participate in an approved activity; be 55+ years of age; be disabled (in some cases).

FUNDING SOURCES AND
EXPENDITURES:

Expenditures:

Mileage Reimbursements:	\$1,000
Tokens and Passes:	\$4,000
<i>Total:</i>	<i>\$5,000</i>

Revenues:

Federal Funding:	\$5,000
<i>Total:</i>	<i>\$5,000</i>

AGENCY: Tulare County Health and Human Services Agency
Tulare County Mental Health

ADDRESS: 5957 S. Mooney Blvd.
Visalia, California 93277
(559) 737-4660

CONTACT PERSON: Kyla Surratt, Administrative Specialist

SERVICE AREA: Tulare County – clinics in Dinuba, Tulare, Visalia and Porterville

TYPE OF SERVICE AND BACKGROUND: Tulare County Mental Health provides mental health services for Tulare County residents. They purchase transportation services to their clients, and encourage them to use public transportation.

TYPE OF PASSENGERS: Transportation assistance is provided to persons with mental illness. In some instances when clients don't have transportation, their case managers will provide them with public transportation.

PASSENGER ELIGIBILITY REQUIREMENTS: Clients must participate in an approved activity at one of the agency's five clinics.

AGENCY: Tulare County Health and Human Services Agency
TulareWORKS Program

ADDRESS: 5957 S. Mooney Blvd.
Visalia, California 93277
(559) 737-4660

CONTACT PERSON: Ephram Rodriguez, Program Specialist

SERVICE AREA: Tulare County

TYPE OF SERVICE AND BACKGROUND: TulareWORKS provides health and human services for Tulare County residents. They provide reimbursement for transportation to eligible CalWORKS participants.

TYPE OF PASSENGERS: Transportation is provided to low-income, the homeless, youth, and persons with disabilities to access services designed to help support themselves and their health care needs.

PASSENGER ELIGIBILITY REQUIREMENTS: Clients must participate in an approved activity.

FUNDING SOURCES AND EXPENDITURES:

Expenditures:

Tokens and Passes:	\$11,436
<i>Total:</i>	<i>\$11,436</i>

Revenues:

Included within the Supportive Services/Ancillary expense category; not available.

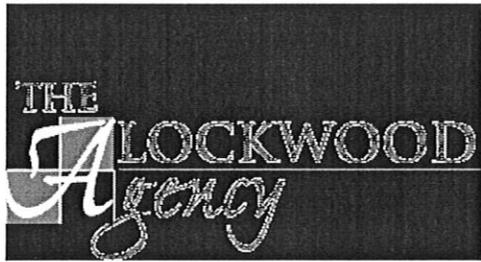
APPENDIX F

Media Outreach

- ~Media List*
- ~Sample Radio Release*
- ~Sample Newspaper Release*
- ~TCAG Website Posting*

Media List

93.7 KISS Country
Business Journal
Business Street
Comcast
Dinuba Sentinel
Foothills Sun-Gazette
Hispanic Times/
Influentials Magazine
KARM FM
Kaweah Commonwealth
KFSN TV 30
KFTV 21
KJUG/KCRD
KMJ Radio
KMPH TV 26
KSEE TV 24
KTIP
Porterville Recorder
South Valley Bee
Southern Sierra Messenger
Tulare Advance Register
Tulare Chamber Newsletter
Tulare Voice
Valley Voice
Vida en el valle
Visalia Chamber Newsletter
Visalia Times-Delta



CONTACT:
LAURA FLOREZ 733-
3737

APRIL 26, 2007

126 WORDS

TCAG
COORDINATED
TRANSIT PLAN

MUSIC UNDERSCORE

MONEY CAN FIX A LOT OF THINGS, TRANSIT SERVICES INCLUDED. IF YOU RELY ON TRANSIT TO GET AROUND, OR YOU'RE ELDERLY OR DISABLED, WE NEED YOUR FEEDBACK.

ATTEND A MEETING AND HELP US FIND GAPS IN TRANSIT SERVICES. YOUR SUGGESTIONS WILL HELP TULARE COUNTY DEVELOP THE FIRST-EVER COORDINATED TRANSIT PLAN, WHICH WILL HELP TRANSIT AGENCIES APPLY FOR THE MONEY THEY NEED TO MAKE IMPROVEMENTS.

MEETINGS ARE THIS MONTH FROM 3 TO 5 P.M. ON MAY 7, MEET AT THE DINUBA VOCATIONAL CENTER. ON MAY 8, MEET AT TULARE'S CIVIC AFFAIRS BUILDING. ON MAY 14, MEET AT THE TULARE COUNTY WORKFORCE INVESTMENT DEPARTMENT AND ON MAY 15, MEET AT THE TULARE COUNTY EMPLOYMENT CONNECTION.

HELP US BRING TRANSIT MONEY TO TULARE COUNTY.

FOR MORE DETAILS, VISIT
WWW.TULARECOG.ORG.

Meetings Aim to Improve Tulare County Transit Services

It takes money to improve transit services. Knowing that, Tulare County will hold a series of community meetings in May asking people to identify gaps and overlaps in existing transit services.

Feedback—specifically from older adults, individuals with disabilities and people with low incomes, along with the agencies that serve them—will help Tulare County come up with a Coordinated Transit Plan. The plan, a new requirement of the Federal Transit Administration, will allow area transit providers to apply for more money in the future to improve services.

"This plan is going to help transit providers get the money they need to create a better system that serves people such as older adults, individuals with disabilities and people with low incomes," said Marvin Demmers, associate regional planner for Tulare County Association of Governments.

In addition to feedback received at the four community meetings, Tulare County will survey area transit service providers and social service groups asking them to comment on existing transit systems, areas of need and services overlaps. Such feedback will be compiled and Tulare County's Coordinated Transit Plan should be complete by the end of the year, Demmers said. Soon after, area transit providers can begin applying for federal funding to improve services, he added.

The meetings will take place from 3 p.m. to 5 p.m. at the following locations:

May 7—Dinuba Vocational Center, Conference Room, 199 North "L" St., Dinuba

May 8—Civic Affairs Building, City Council Chambers, 125 South "M" St., Tulare

May 14—Tulare County Workforce Investment Department, 4025 W. Noble Ave., Suite A, Visalia

May 15—Tulare County Employment Connection, 1063 W. Henderson Ave., Porterville

For more information on Tulare County's Coordinated Transit Plan, contact Marvin Demmers at (559) 733-6291 or visit www.tularecog.org.



Home Programming and Funding Public Information RTP Regional Blueprint Measure R Transportation Planning

Tulare County Association of Governments

The Tulare County Association of Governments (TCAG), is made up of the five Tulare County Supervisors, an elected official from each incorporated city, three at-large representatives, and a representative from Caltrans.

TCAG is responsible for overseeing and planning projects that do not always recognize man-made boundaries – issues such as roads and air quality. The staff members of TCAG work closely with the county and each of its cities, helping to bring tax money back home to fund bus service, road improvements, projects that will improve our air quality, and more.

This website is a wealth of information about transportation planning and the work of TCAG's board and staff.

For general information, contact Deputy Executive Director Ted Smalley at tsmalley@co.tulare.ca.us or 559-733-6291.

Timely Topics

In the News

For updates and information on issues important to TCAG and it's member agencies, [look here](#).

We want your feedback on transit in Tulare County

Click below to fill out a survey.

If you use transit services, [click here](#) to fill out a survey in English [or here](#) for a survey in Spanish.

If you purchase transit services for others, [click here](#).

If you provide transit services in Tulare County, [click here](#).

Meetings

Meetings aim to improve Tulare County Transit Services, [look here](#).

Measure R

****NEW****

The Tulare County Transportation Authority is looking for citizens with financial expertise to serve on the Measure R Finance Committee. Applications are due May 31st.

[Download Application Here](#)

Measure R is underway! The Tulare County Transportation Authority has adopted policies and the first strategic work plan for carrying out Measure R projects. Each of the cities and the County of Tulare are busy developing their respective local plans. [Click here](#) for the latest information.

[2007 Poster Essay Contest](#)

Blueprint Visioning Phase Wrap-up Workshop

The visioning session drew more than 150 people. We would like to thank everyone for participating.



[Polling Results](#)

Downloads

Printable reports and publications for your convenience.

Reports

- [Draft 2007/08 Overall Work Program](#)
- [Draft 2007 FTIP Amendment #8](#)
- [Draft Conformity Analysis for the 2007 Tulare County Federal Transportation Improvement Program Amendment #8 and 2007 Tulare County Regional Transportation Plan](#)
- [Draft 2007 RTP EIR](#)
- [Draft 2007 Regional Transportation Plan \(Cover\)](#)
 - Executive Summary
 - Policy Element
 - Action Element
 - Financial Element
 - Valleywide Summary
 - Appendices- Including SAFETEA-LU Gap Analysis

Guides and Publications

- [TCAG Directory 2006 - 2007](#)
- [Spring 2006 Transit Guide](#)
- [Spring 2007 Newsletter - "On The Move"](#)

APPENDIX G

Stakeholder Meetings (associated documentation)

- ~Meeting Flier*
- ~Meeting Sign*
- ~Meeting Sign-in Sheets*
- ~Meeting Agenda*
- ~Meeting Notes/Summary*
- ~Meeting PowerPoint*

Coordinated Transportation Plan



MEETING

FEEDBACK

PLAN

YOUR TICKET TO TRANSPORTATION FUNDING

●●● MONEY FOR A BETTER TRANSPORTATION SYSTEM

Money is out there to improve transportation systems, but in order for local agencies to apply for it, the Federal Transportation Administration (FTA) requires Tulare County to have a Coordinated Transportation Plan in place. With the plan in place, providers and agencies will be able to apply for money available under the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU).

●●● WHAT'S A COORDINATED TRANSPORTATION PLAN?

A Coordinated Transportation Plan is a document that:

- Discusses the transportation needs of people with disabilities, people who are low income and older adults in Tulare County.
- Outlines any gaps or overlaps in transportation for these groups.
- Provides strategies for meeting such needs.
- Prioritizes transportation services for funding and implementation.

●●● MONEY TO IMPROVE TRANSPORTATION

With our Coordinated Transportation Plan in place, our transportation providers and social service agencies will be able to apply for money from the following FTA grant programs:

- Elderly Individuals and Individuals with Disabilities (Section 5310) – capital funds that provide assistance in meeting the special transportation needs of elderly and disabled persons where public transportation services are unavailable, insufficient or inappropriate. Most funds are used to purchase vehicles, but acquisition of transportation services under contract, lease or other arrangements and state program administration are also eligible expenses.
- Job Access & Reverse Commute [JARC] (Section 5316) – funds that are intended to provide new transportation service to assist welfare recipients and low-income individuals in getting to jobs, training and childcare. Reverse Commute grants are designed to develop transportation services to transport workers to suburban job sites. Eligible activities include capital and operating costs associated with providing these services.
- New Freedom (Section 5317) – a new program aimed at supporting new public transportation services and service alternatives beyond those required by the Americans with Disabilities Act (ADA). Funds can be used for associated capital and operating costs.

ADDITIONAL INFORMATION RELATED TO THESE PROGRAMS CAN BE FOUND BY VISITING THE FTA'S WEB SITE: www.fta.dot.gov.



www.tularecog.org • 733-6291

Coordinated Transportation Plan



MEETING

FEEDBACK

PLAN

YOUR TICKET TO TRANSIT FUNDING

Meeting



Plan Coordinado de Tránsito JUNTAS



www.tularecog.org • 733-6291

Coordinated Transit Plan Sign-In Sheet

Location: Dinuba at the Dinuba Vocational Center

Date: May 7, 2007, 3pm-5pm

Name	Agency	Phone Number	E-Mail Address
Lourdes Hernandez	Talare Works Dinuba	595-7021	lhernand@ ^{Talare Works} HHST.org
Vanita Smothers	CBL	595-1565	
Leslie Smothers	CBL	595-1565	
Harvey Moore	Proteus / London	909-1404	clownandready@ytl.com
Blanca Ruiz	CBL	591-3760	
Esmaeil Rodry	HHSA / Talare Works	737-4660	
Blanca Bohran	City of Dinuba	591-5944	bbohran@dinuba.ca.gov ←
David Querrero	Proteus / London	595-0723	
Heather George	Dinuba Sentinel	232-1986	heathernGeorge@hotmail.com

go-sinus

Coordinated Transit Plan Sign-In Sheet

Location: Visalia at the Tulare County Employment Connection

Date: May 14, 2007, 3pm-5pm

Name	Agency	Phone Number	E-Mail Address
<i>Jan [unclear]</i>	Tulare Co.	733 6653	
Sherri Cassella	Tulare Co. HSA	7374660x2155	
Marilyn Willers	SEE	733-6730x220	mwillers@see.tce.org
Bill Hoyt	Central Valley Regional Ctr.	276-4341	bhoyt@cure.org
Carla D. Calhoun	CSET	741-4639	carla.calhoun@cset.org
Michael Miller	City of Tulare	684-4269	mmiller@ci.tulare.ca.us
LEONOR ALCAZAR	WID	713-5228	
Sylvia Franco	CSET	798-0175	sfranco@cset.org
David McElroy			
Monty Cox	COV	713-4160	transit@ci.visalia.ca.us transit@ci.visalia.ca.us
David Maciel	COS	730-3972	davidm@cos.edu
DAVID M. ELROY	public	737-967844	dave@Drake COM COM ←
Eduardo Stanley	El Sol	735-327	estanley@visalia.gannett.com

pls send trans sur

try

PRESENTER'S COPY

Tulare County Coordinated Transit Plan
Public Outreach Meetings
Dinuba • Visalia • Tulare • Porterville

May 2007

AGENDA

• **Welcome and Introductions**

Marvin Demmers, Tulare County Association of Governments

Talking points: Meetings sponsored by TCAG, with help of consultants; what is TCAG; need for public input to prepare Coordinated Transit Plan as required by federal government; the result of doing our job well could be new grant monies.

Charley Clouse/Jennie Miller, TPG Consulting

Talking points: What the coordinated transit plan is and is not; what the goals of the meeting are; role of agencies, providers and public in crafting the document; other pieces of the plan being handled by TPG. Brief overview of the 3 primary funding programs that could be accessed once the plan is completed.

Nancy Lockwood, The Lockwood Agency

Talking points: General format of the afternoon; usual housekeeping items; encourage participation; documentation of all comments for inclusion in the final plan.

Topics that should be addressed and discussed include access to transit information; marketing of transit info; use of technology in scheduling, dispatching, etc; training for agencies and users of transit; assistance to seniors who are transitioning from driving their own car to transit; customer service; monitoring and reporting of customer service; suggestion box for riders; is the transit service seamless?; is there a "broker" or mobility manager who helps riders use transit?; are bus stops and shelters conveniently located?; is there a central dispatch system?

• **Agenda Review**

• **What Do We Do Well?**

A discussion about the current transit systems in Tulare County. What works well; services and routes that effectively serve the low-income, persons with disabilities and senior populations, in particular.

I intend to kick this off with a statement that the unmet needs process is an example of something we do well. Give examples of improvements that have directly resulted. Then

explain why this is not the same process – what is the difference. Becky will likely be able to call on specific individuals in the audience to help get the conversation started.

- **Where Are the Gaps and Overlaps?**

An exploratory discussion of where transit services and routes could be improved; are there redundancies in services? Gaps in service?

I intend to encourage conversation by asking pointed questions: Is the dial-a-ride service in our communities efficient? Are the hours effective? Are there adequate services provided to people with disabilities?

Break

- **Priorities and Action Plan**

A review of areas for improvement; setting priorities; outlining goals for the future that could be addressed with new funding.

During this process, we will use the “what can we do better” comments and ask participants to use colored dots to identify their top 3 tasks or goals. We will then discuss the apparent leading areas for improvement and further discuss how this can be accomplished and by whom.

- **Closing Comments: What Happens Now?**

Charley Clouse/Jennie Miller

This is an important cap to the afternoon in which participants learn the process and timeframe and what comes of their input. We should be prepared to follow up with participants with information on the plan and how to access a copy; how to apply for funding; where to go for further information – refer back to Marvin and to TCAG website.

Dinuba Meeting, May 7

What We Do Well...

- Dial-a-ride routes work well in Dinuba, but there are problems with them in Cutler and Orosi.
- The City of Dinuba offers some of the cheapest fixed route fares, 25 cents for seniors, so seniors can get around on fixed budgets.
- The City of Dinuba has unveiled a new fixed route to help better serve its residents with transportation on fixed routes.
- The City of Dinuba and Tulare County do consider challenges (i.e. disabilities) that people might have in accessing transportation when planning new routes.

Service Gaps and Overlaps...

- In Tulare County's northwest region, there are arrival problems with fixed route transit systems.
- There are a lack of drivers and buses to serve the northwest region of Tulare County.
- There are communication challenges in regard to transit services offered in Tulare County. Not enough people have an understanding of what services are out there.
- There is a lack of transportation to get youth from London into Dinuba and Visalia (six people marked this need as a top priority).
- Seniors and residents living in western Tulare County are forgotten by the county when planning transportation needs.
- The transit brochure needs to be constantly revised and updated with route information.
- TCAT provides transportation to extracurricular activities in Dinuba for London youth, but not back (two people at this meeting identified this as a top priority, while three people identified it as a priority).
- With Porterville/Dinuba County medical clinics closing, there is a need for connection routes to get people with medical needs to other clinics in the County.
- Need for a transit route from Dinuba to Reedley, so residents can get to the hospital and Reedley Community College (one person identified this as a top priority, one other person identified this as a priority).
- There need to be improved transportation services from Dinuba to Reedley Community College (two people identified this as a priority).
- Transit providers in Tulare County need to work to update routes and make sure they arrive at stops and leave stops one time (two people identified this as a top priority).
- There are limited transportation services to get people from Porterville areas to the South Valley for employment purposes.
- Need better access to transportation for everyone and an expansion of service to better serve everyone (one person identified this as a top priority).

- Parents need transportation to daycare. While there used to be a program, funds were exhausted and program ended (two people identified this as a top priority).
- Users would like passes linked somehow to streamline transfers to buses and reduce the need for multiple vouchers/passes.
- Increase training for clients on how to use transportation systems in Tulare County.
- Need transit services from Seville to Dinuba and from Cutler and Orosi to Dinuba to get clients to work (three people marked this as a top priority).
- Expand hours for transit/transportation routes (four people identified this as a top priority, two people identified it as a priority, while one person identified it as a low priority).
- Make every attempt to keep transit costs, fares, low because cost can limit seniors from using routes.
- Encourage seniors to use fixed routes instead of dial-a-ride routes, which can be more costly.
- Examine the placement of shelters where possible. Find areas where they can be installed to keep people out of the sun and rain.
- Consider physical limitations of potential riders when planning access to transportation — shelters, riders and sidewalks (one person marked this as a priority).

Tulare Meeting, May 8

What We Do Well...

- Tulare County has instituted a regional transit pass to make bus transfers easy and affordable.
- Tulare County is considering implementing a vanpool program to help get people in rural areas to work and medical appointments.

Gaps and Overlaps

- Alpaugh, Earlimart, Tipton: No transportation to jobs, routes (two people identified this as a top priority).
- Look into extended hours to get people to jobs with non-traditional work hours (two people identified this as a priority).
- Institute mobility training for staff (two people identified this as a low priority).
- Bus shelters needed throughout Tulare and Visalia, in more rural areas...possibly benches.
- Institute one card for transportation services (two people identified this as a low priority).
- Find a way to streamline pass purchases, put one person in charge or identify one place to go to get such passes.
- Find ways to provide transportation to medical appointments for elderly or disabled.

Visalia Meeting, May 14

What We Do Well...

- Students with disabilities are taking advantage of morning routes in Visalia area.
- Private Greyhound service to Fresno is fairly accessible.
- Tulare County works with private providers to subsidize fare, so it's only \$1.50. (Five people identified this as a top priority, four people identified it as a priority).
- Transit providers are open to improving transportation systems and are looking for money to improve the system (three people identified this as a top priority).
- College of the Sequoias has been able to find ways through city transit to improve transportation for students with special needs. Many use morning transit routes to get to school (one person identified this as a top priority).
- Visalia City Coach offers day passes. (Three people identified this as a top priority).
- County publishes useful transit guides that are available on the Web (two people marked this as a priority).

Gaps and Overlaps

- Find ways to lower fares for low-income individuals. Is there any way to subsidize fares and lower them (three people identified this as a top priority, two people identified this as a priority)?
- Put additional bus stops in areas where job training/job replacement takes place, specifically Employment Connection in Visalia (three people identified this as a top priority, one person identified this as a priority).
- Child Department of Social Services Child Welfare Services in Visalia will be moving. Routes need to be adjusted so that clients are able to access building (one person identified this as a top priority, one person identified this as a priority, one person identified this as a low priority).
- Look for funding to install electronic fare boxes, day passes for all transit systems in county (five people identified this as priority).
- Provide training to pass issuers within County, so there is more of an accountability of who is getting passes and no abuse of issuing system is committed (six people identified this as a priority, one person identified it as low priority).
- Eliminate duplication of services.
- Those who need services should receive passes only.
- When new transit guides are printed make sure social services are provided copies (one person identified this as a top priority).
- Improve public relations outreach of transit meetings when they happen (five people identified this as a priority, one person identified this as a low priority).
- Need improved access to transportation.

- Make sure there are no gaps in service from bike and walking trail system routes to transit. Example: Tulare's Santa Fe Trail dead ends instead of providing opportunities to access a transit system.
- There is a lack of access for transit to rural areas — Poplar, Tipton, Dinuba, London to larger areas like Visalia and Porterville (nine people identified this as a top priority, two people identified this as a low priority).
- Time schedules need to reflect non-traditional work schedules, recreational activities, and extracurricular entertainment (eight people identified this as a top priority, four people as a priority, and one person as a low priority).
- College of the Sequoias students at times struggle to get to evening classes by way of transit (one person identified this as a top priority, one person as a priority, and one as a low priority).
- Get word out about transportation services that are out there, specifically to seniors (five people identified this as a priority).
- Need to provide a variety of transportation services that allow people to live independent lives with help from County and other providers (one person identified this as a top priority, one as a priority, one as a low priority).
- Need cheaper transportation alternatives to get farm laborers to and from work (two people identified this as a top priority, two as a priority, one as a low priority).
- Timing of dial-a-ride system could be improved (four people identified this as a priority, two as a low priority).
- Inform taxi services about sensitivity for providing services to people with disabilities (two people identified this as a priority, one as a low priority).
- Improve timing of transit and add more routes to help parents get children to daycare, then work (eight people identified this as a top priority, one as a priority).
- Improve bus shelters, and stops, make them inviting, provide covered shelters for elderly, shade, and benches (eight people identified this as a low priority, one as a priority).
- Improved access for people who use wheelchairs and bikes, racks on buses.

Porterville Meeting, May 15

What We Do Well...

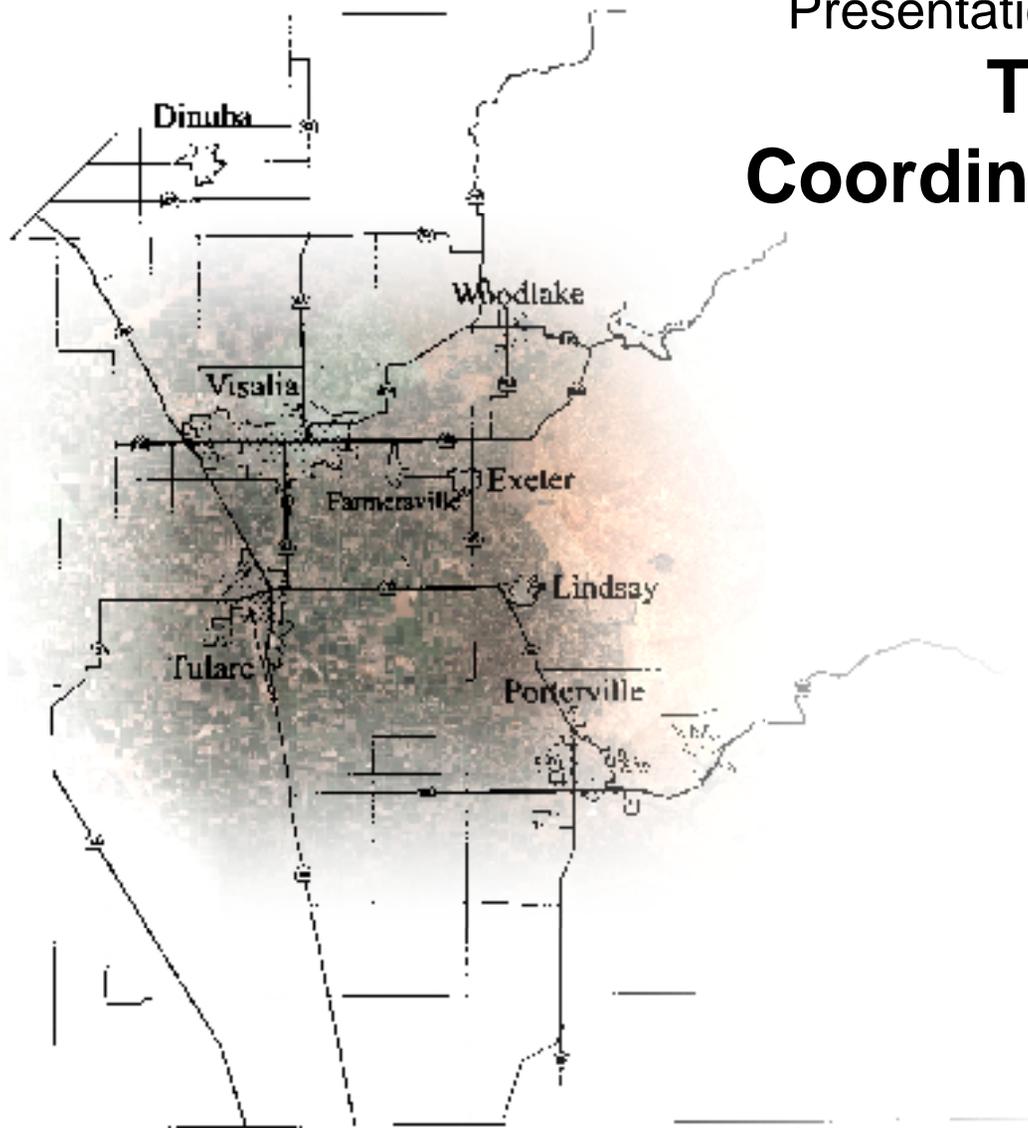
- Transit guides have been published to explain services.
- Porterville Shelter has made strides to improve services to people who are disabled.
- Tulare County has instituted a regional transit plan.

Gaps and Overlaps

- Find ways to offer monthly passes at reduced prices to seniors and people with disabilities (three people identified this as a top priority).
- System is not time efficient. For example: if you want to go from Richgrove-Porterville, you must go to Tulare first or if you want to go from Woodville-Lindsay, you must go to Porterville first (three people identified this as a top priority).
- Bus service should be tailored to Health and Human Services Agency job placement centers, district offices, and daycare centers (four people identified this as a top priority).
- Institute a weekly transit route for seniors to keep them active in the community in rural areas (one person identified this as a top priority).
- Institute test routes to find out which routes are working (four people identified this as a top priority).
- Extended transit routes needed to get Welfare-to-Work participants to employment (four people identified this as a top priority).
- Improve transit to get people who are low income to medical care, daycare, and employment (four people identified this as a top priority).
- Porterville Shelters has 18 routes, looking into establishing a wheelchair route, seeking out referrals for wheelchair users.
- Increase connectivity of transit from Porterville to Springville (one person identified this as a top priority).
- Make transfers more useful, not just one-time use (three people identified this as a top priority).
- Examine use of routes to improve services elsewhere. (one person identified this as a priority).
- Extend hours of transit in Springville and Porterville areas to allow people to participate in entertainment/recreational services. They can get to such services, but not home (one person identified this as a top priority).
- Improve and increase routes from Springville to Porterville for educational/entertainment purposes. (One person identified this as a top priority).
- Bigger buses needed to transport citizens into Porterville from Springville and rural areas (one person identified this as a top priority).
- Increase transit services in more rural areas to help citizens get to work each day. Lemon Cove, Terra Bella, Three Rivers have a 6 a.m. route, but a 7:10 p.m. return does not allow everyone to get home (four people identified this as a top priority).
- Increase number of transit guides to agencies that serve low-income, disabled, and seniors (two people identified this as a top priority).
- Work on simplifying transit routes/guides for seniors (three people identified this as a top priority).

Presentation for the Preparation of the

Tulare County Coordinated Transportation Plan



WELCOME AND INTRODUCTIONS

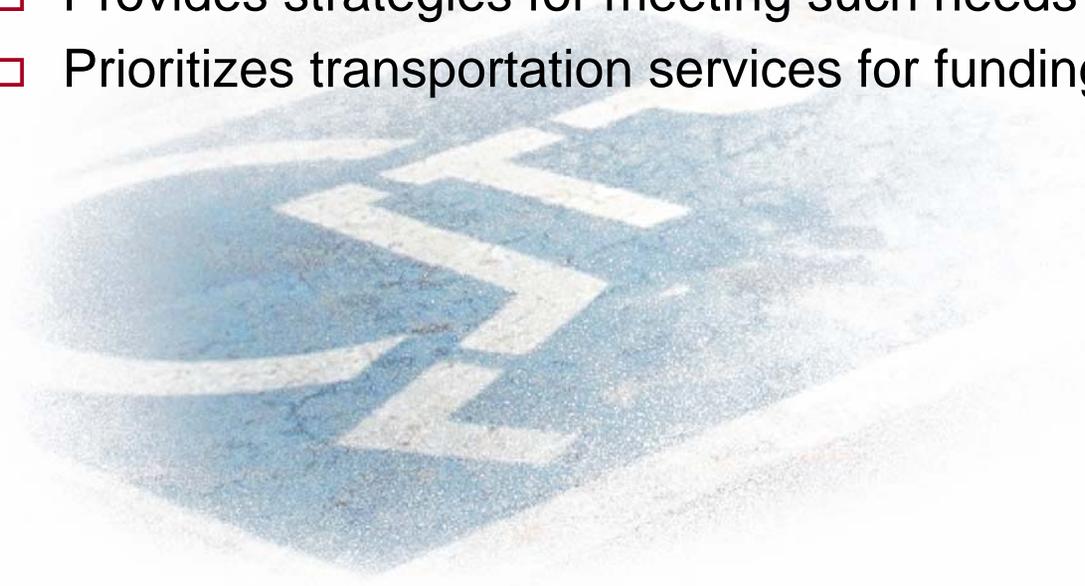
- **Tulare County Association of Governments**
 - Marvin Demmers, *Associate Regional Planner*
- **TPG Consulting**
 - Charley Clouse, *Principal*
 - Jennie Miller, *Assistant Planner*
- **The Lockwood Agency**
 - Nancy Lockwood, *Principal*

THE COORDINATED PLAN

- Required by Federal Legislation (*SAFE TEA-LU*)
- Provides for better utilization of existing and planned transit services
- Establishes access to key federal funding programs
 - *Elderly Individuals and Disabled Individuals* (Section 5310)
 - *Job Access and Reverse Commute* (Section 5316)
 - *New Freedom* (Section 5317)
- Guidelines provide for Local Flexibility in Development of the Plan

WHAT'S A COORDINATED TRANSPORTATION PLAN?

- ❑ Discusses the transportation needs of people with disabilities, people who are low income and older adults in Tulare County
- ❑ Outlines any gaps or overlaps in transportation for these groups
- ❑ Provides strategies for meeting such needs
- ❑ Prioritizes transportation services for funding and implementation



PROJECT APPROACH

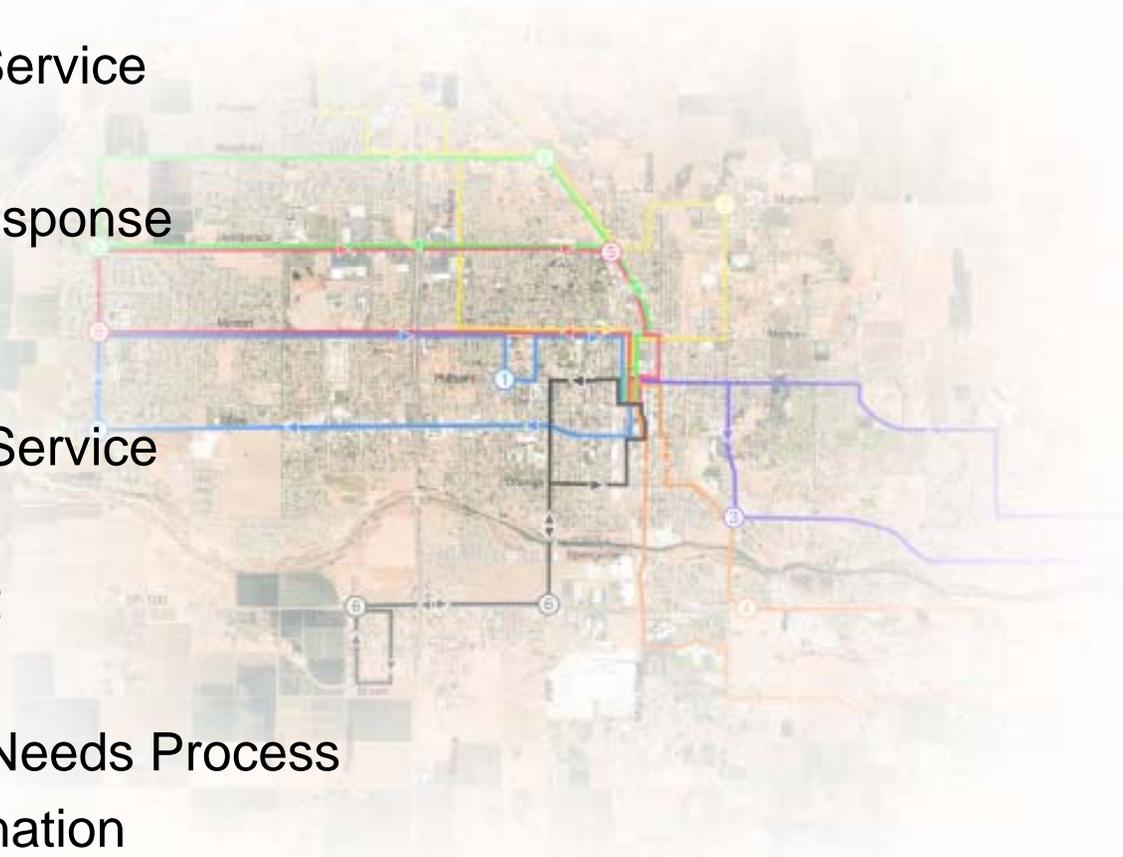
- Community Based Outreach
- Inventory Existing Transit Services
- Survey -
 - Providers of Transit Service
 - Human Service Agencies
 - Transit Users
- Assess Key Gaps and Overlaps in Service
- Prepare Plan
 - Address Shortfalls or Opportunities for Coordination
 - Prioritize Implementation Strategies

WHAT do WE do WELL?

- Public Transit Service
 - Inter-City
 - Demand Response
 - Intra-City
- Social Service
- Private Sector Service
 - Greyhound
 - Orange Belt
 - Taxis
- Unmet Transit Needs Process
- Current Coordination

WHERE ARE THE GAPS AND OVERLAPS?

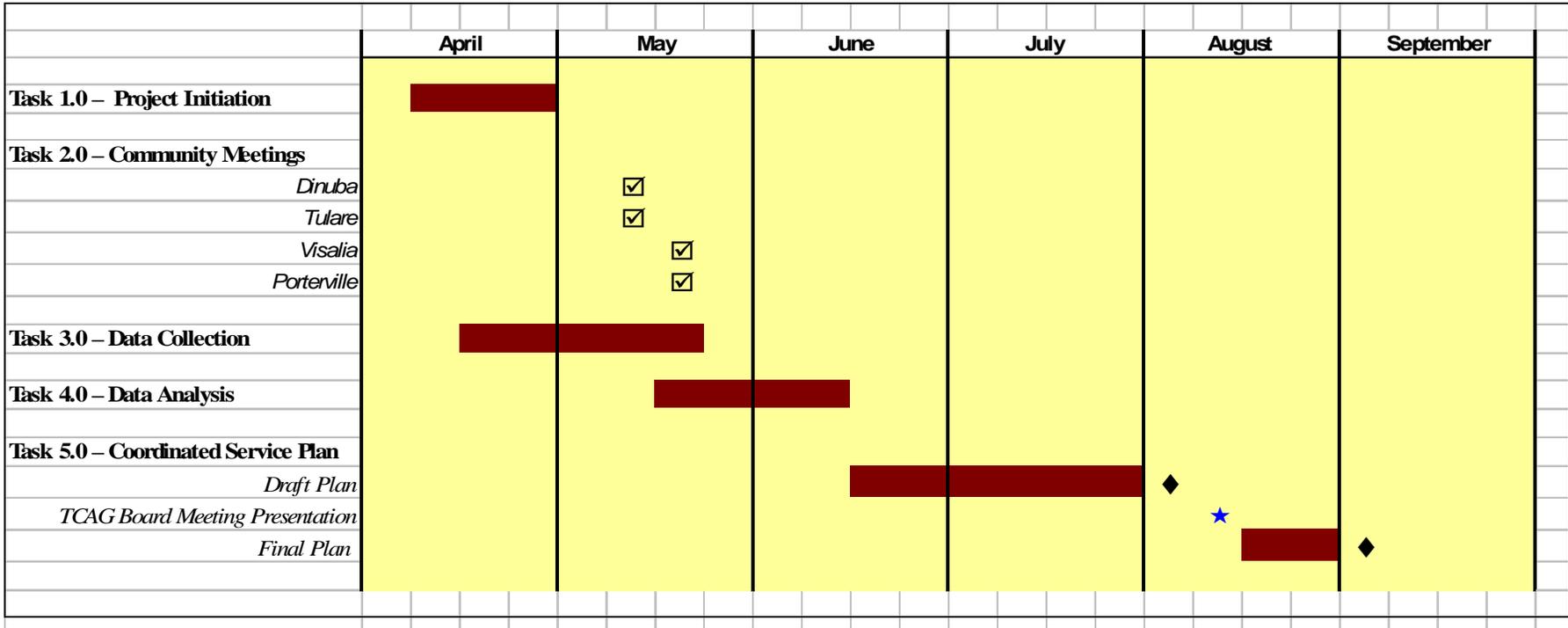
- Public Transit Service
 - Inter-City
 - Demand Response
 - Intra-City
- Social Service
- Private Sector Service
 - Greyhound
 - Orange Belt
 - Taxis
- Unmet Transit Needs Process
- Current Coordination



PRIORITIES

- Please place a dot next to the 3 ideas that are most important to you
- Discussion of implementation of leading concepts

SCHEDULE



Closing

- For funding information, please contact the Federal Transit Administration website
(www.fta.dot.gov)
- For additional information on the Coordinated Transportation Plan, contact the Tulare County Association of Governments' website
(www.tularecog.org)

(Or)

Marvin Demmers

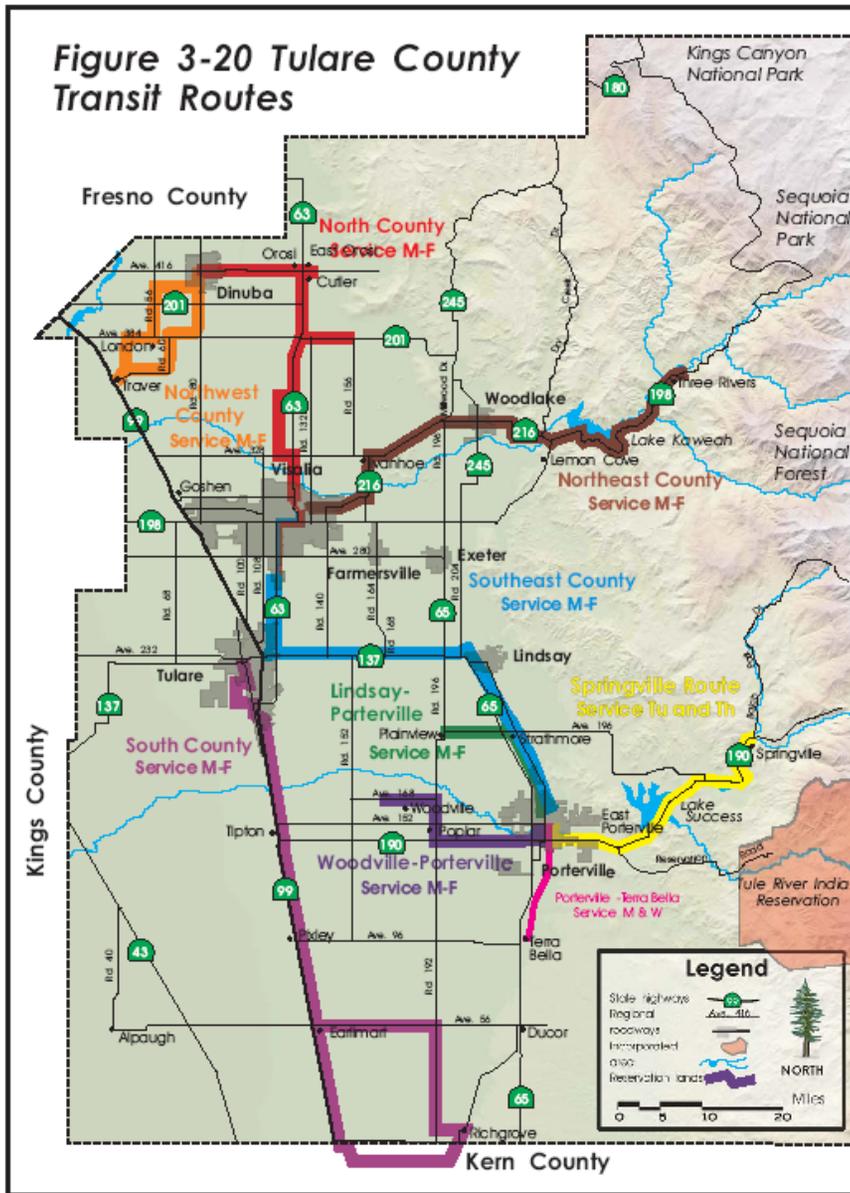
Tulare County Association of Governments

5963 So. Mooney Blvd.

Visalia, Ca. 93277

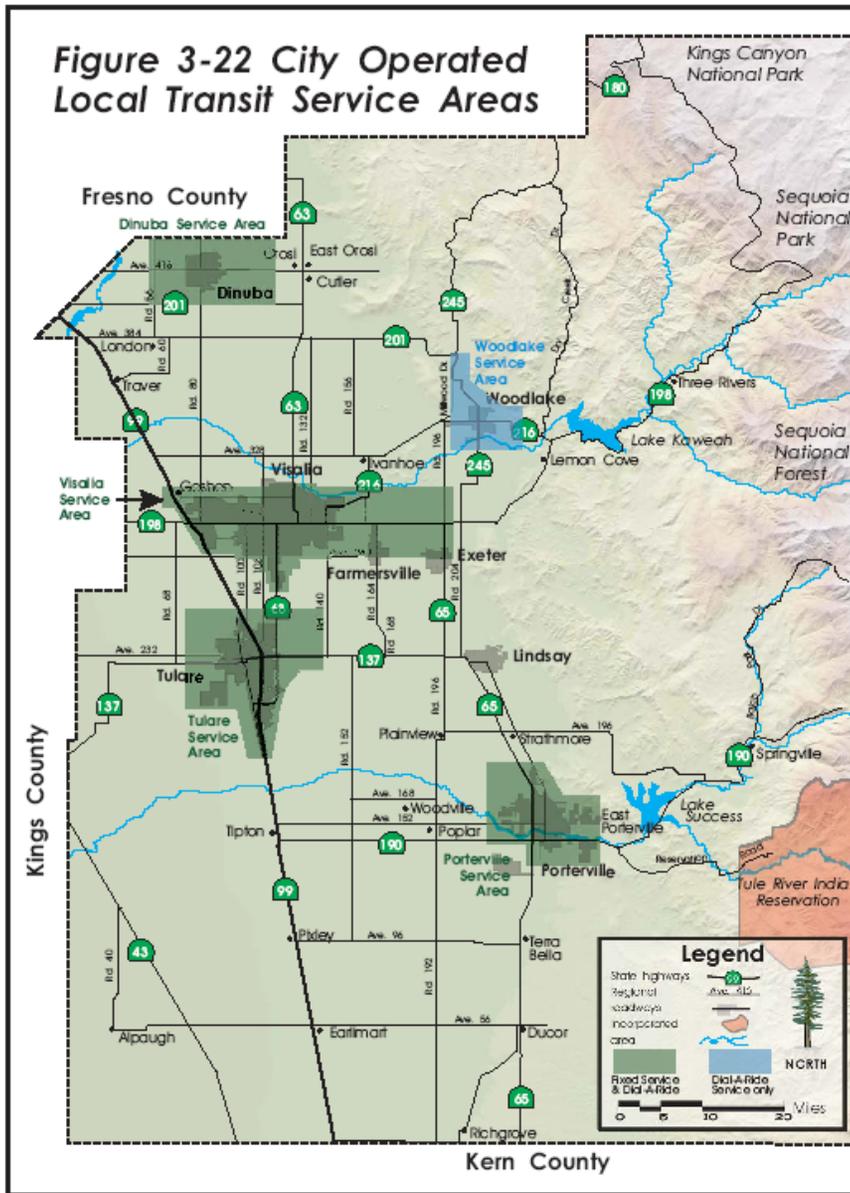
559.733.6291

Figure 3-20 Tulare County Transit Routes

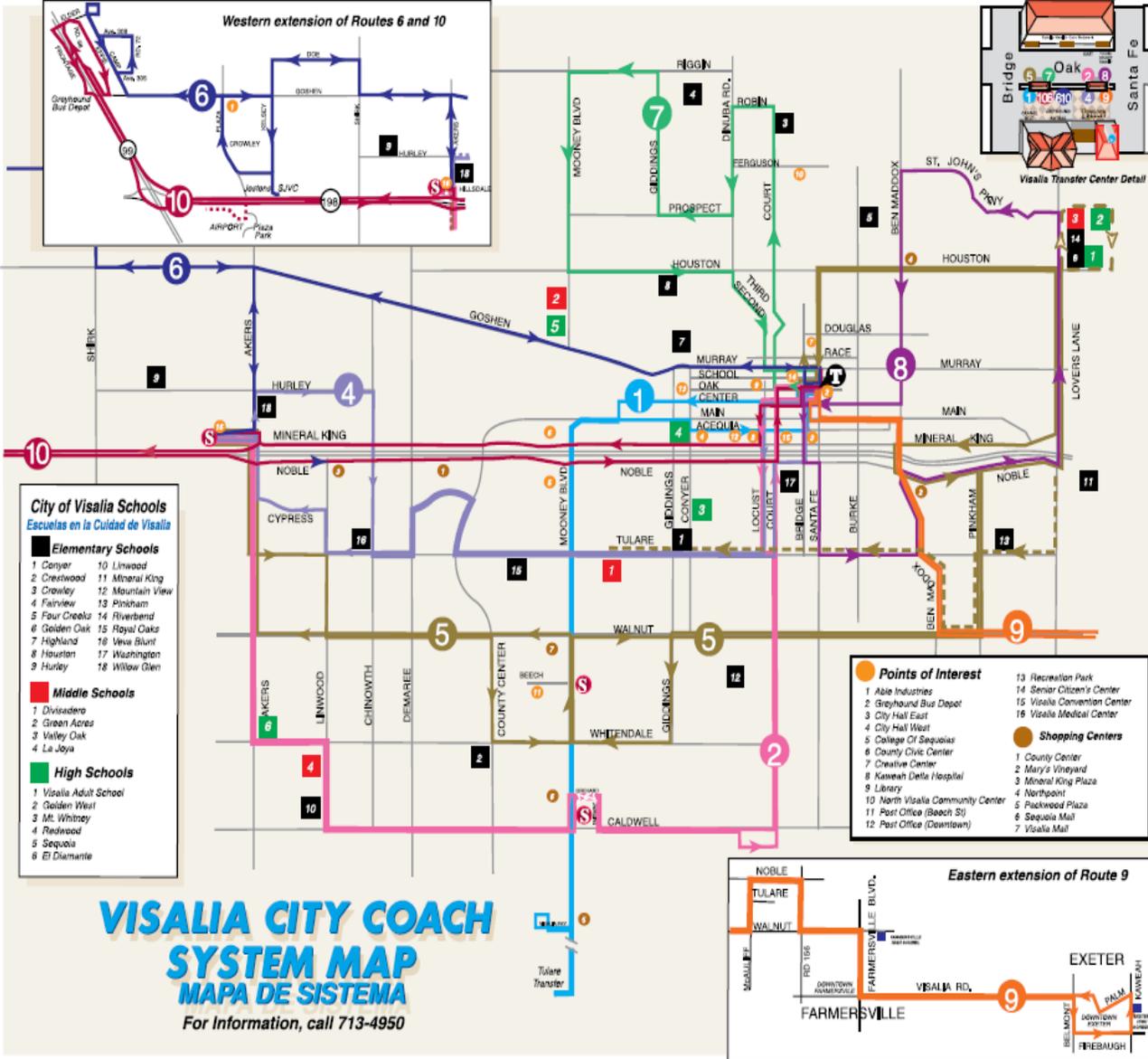


Tulare County Area Transit Routes

Figure 3-22 City Operated Local Transit Service Areas



Dial-A-Ride Service Areas

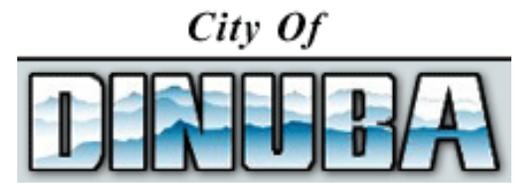
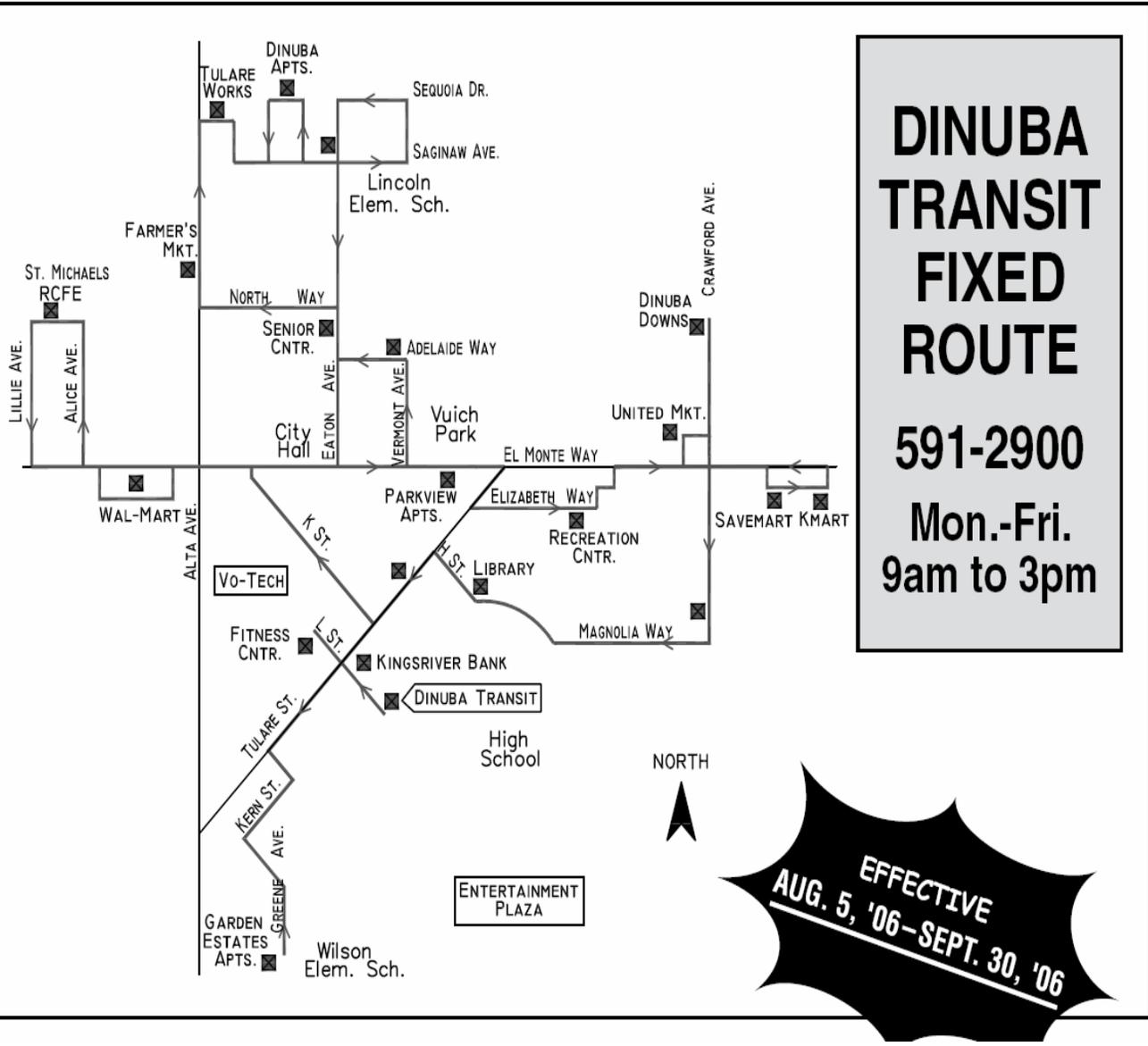


City of Visalia Schools
Escuelas en la Ciudad de Visalia

- Elementary Schools**
 - 1 Conyer
 - 2 Crestwood
 - 3 Crowley
 - 4 Fairview
 - 5 Four Creeks
 - 6 Golden Oak
 - 7 Highland
 - 8 Houston
 - 9 Hurley
 - 10 Linwood
 - 11 Mineral King
 - 12 Mountain View
 - 13 Pinham
 - 14 Riverbend
 - 15 Royal Oaks
 - 16 Veva Blunt
 - 17 Washington
 - 18 Willow Glen
- Middle Schools**
 - 1 Divisadero
 - 2 Green Acres
 - 3 Valley Oak
 - 4 La Joya
- High Schools**
 - 1 Visalia Adult School
 - 2 Golden West
 - 3 Mt. Whitney
 - 4 Redwood
 - 5 Sequoia
 - 6 El Diamante

- Points of Interest**
 - 1 Able Industries
 - 2 Greyhound Bus Depot
 - 3 City Hall East
 - 4 City Hall West
 - 5 College Of Sequoias
 - 6 County Civic Center
 - 7 Creative Center
 - 8 Kaweah Delta Hospital
 - 9 Library
 - 10 North Visalia Community Center
 - 11 Post Office (Beech St)
 - 12 Post Office (Downtown)
 - 13 Recreation Park
 - 14 Senior Citizen's Center
 - 15 Visalia Convention Center
 - 16 Visalia Medical Center
- Shopping Centers**
 - 1 County Center
 - 2 Mary's Vineyard
 - 3 Mineral King Plaza
 - 4 Northpoint
 - 5 Plackwood Plaza
 - 6 Sequoia Mall
 - 7 Visalia Mall

VISALIA CITY COACH SYSTEM MAP
MAPA DE SISTEMA
For Information, call 713-4950



ROUTE 1
Porterville High School -
W. Porterville - Sierra View

BUS STOP	MINUTES AFTER THE HOUR
Downtown Transit Center	:00 :30
Olive at Jaye	:03 :33
Olive at Westwood	:10 :40
Morton at Prospect	:14 :44
Putnam at Villa	:16 :46
Sierra View Hospital	:18 :48
Downtown Transit Center	:20 :50

ROUTE 2
Monache High -
West Henderson

BUS STOP	MINUTES AFTER THE HOUR
Downtown Transit Center	:00 :30
Henderson at Villa	:05 :35
Henderson at Westwood	:09 :39
Westfield at Newcomb	:12 :42
Westfield at Main	:16 :46
Downtown Transit Center	:22 :52

ROUTE 3
East Porterville -
Granite Hills High

BUS STOP	MINUTES AFTER THE HOUR
Downtown Transit Center	:00 :30
Plano at Date	:04 :34
Springville at Doyle	:09 :39
Olive at Holcomb	:13 :43
Leggett at Putnam	:16 :46
Downtown Transit Center	:20 :50

ROUTE 4
Developmental Center -
Porterville College

BUS STOP	MINUTES AFTER THE HOUR
Downtown Transit Center	:00 :30
Plano at SR 190	:07 :37
Sequia at Worth	:12 :42
College at Main	:17 :47
Downtown Transit Center	:20 :50

ROUTE 5
Morton Avenue -
Henderson Loop

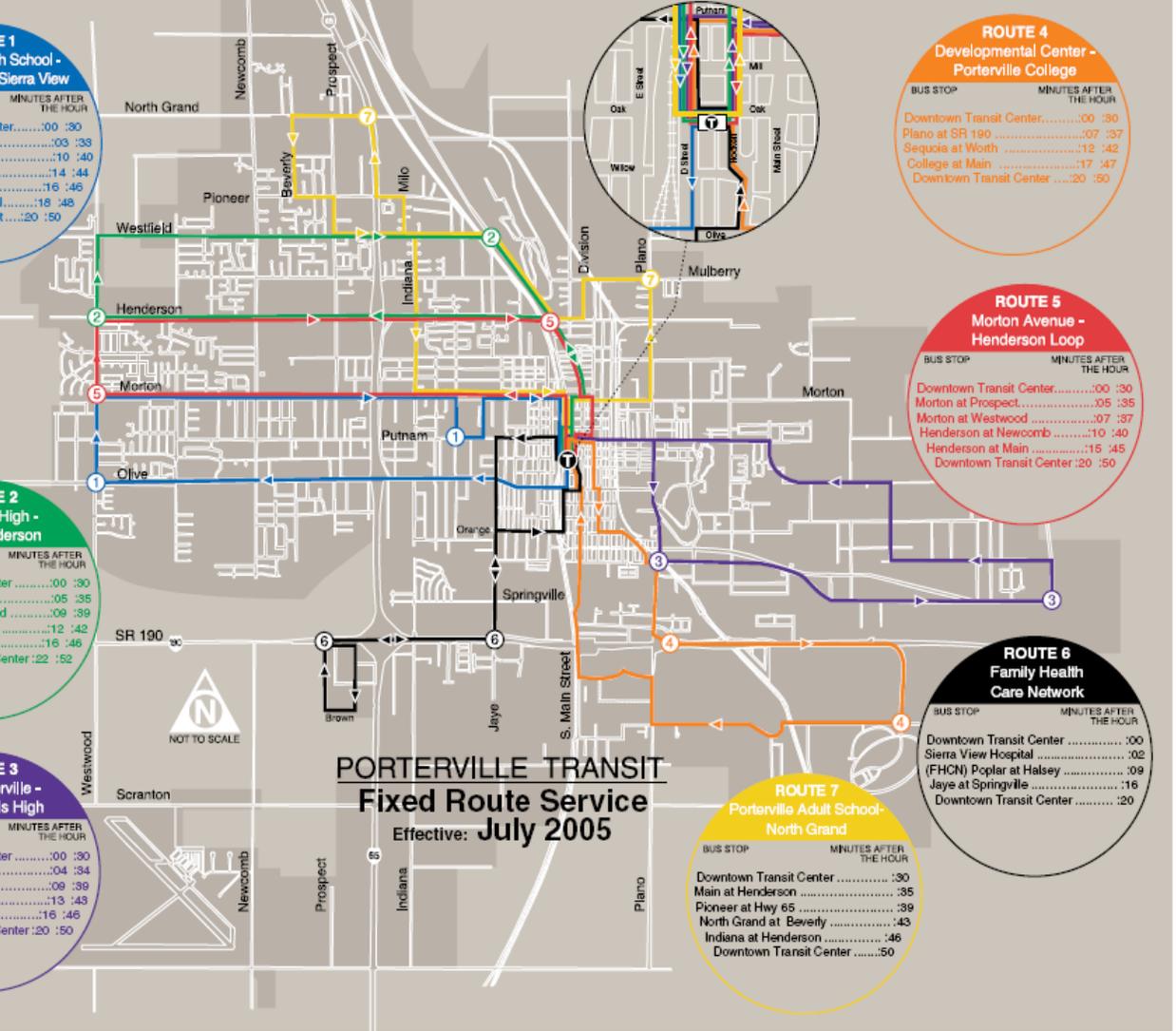
BUS STOP	MINUTES AFTER THE HOUR
Downtown Transit Center	:00 :30
Morton at Prospect	:05 :35
Morton at Westwood	:07 :37
Henderson at Newcomb	:10 :40
Henderson at Main	:15 :45
Downtown Transit Center	:20 :50

ROUTE 6
Family Health
Care Network

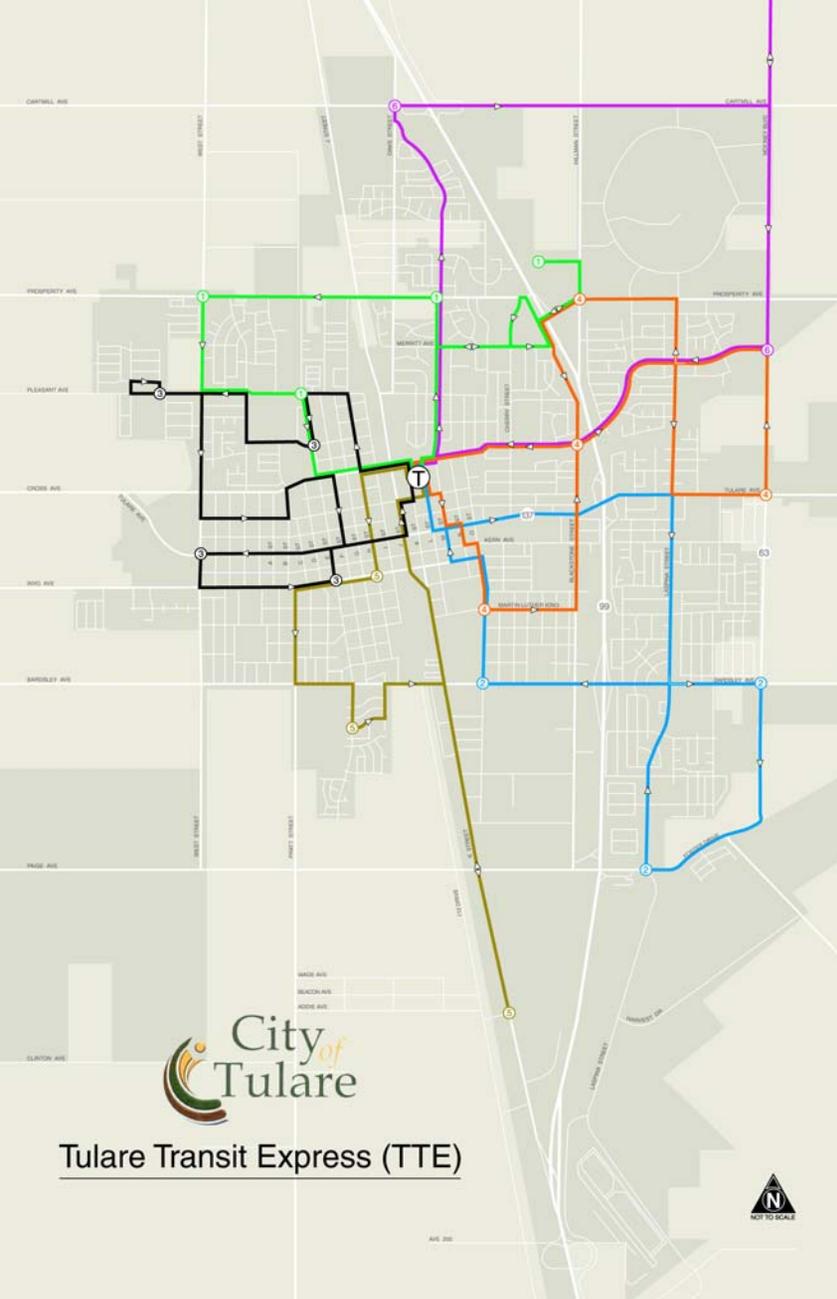
BUS STOP	MINUTES AFTER THE HOUR
Downtown Transit Center	:00 :30
Sierra View Hospital	:02 :32
(FHCN) Poplar at Halsey	:09 :39
Jaye at Springville	:16 :46
Downtown Transit Center	:20 :50

ROUTE 7
Porterville Adult School -
North Grand

BUS STOP	MINUTES AFTER THE HOUR
Downtown Transit Center	:30
Main at Henderson	:35
Pioneer at Hwy 65	:39
North Grand at Beverly	:43
Indiana at Henderson	:46
Downtown Transit Center	:50

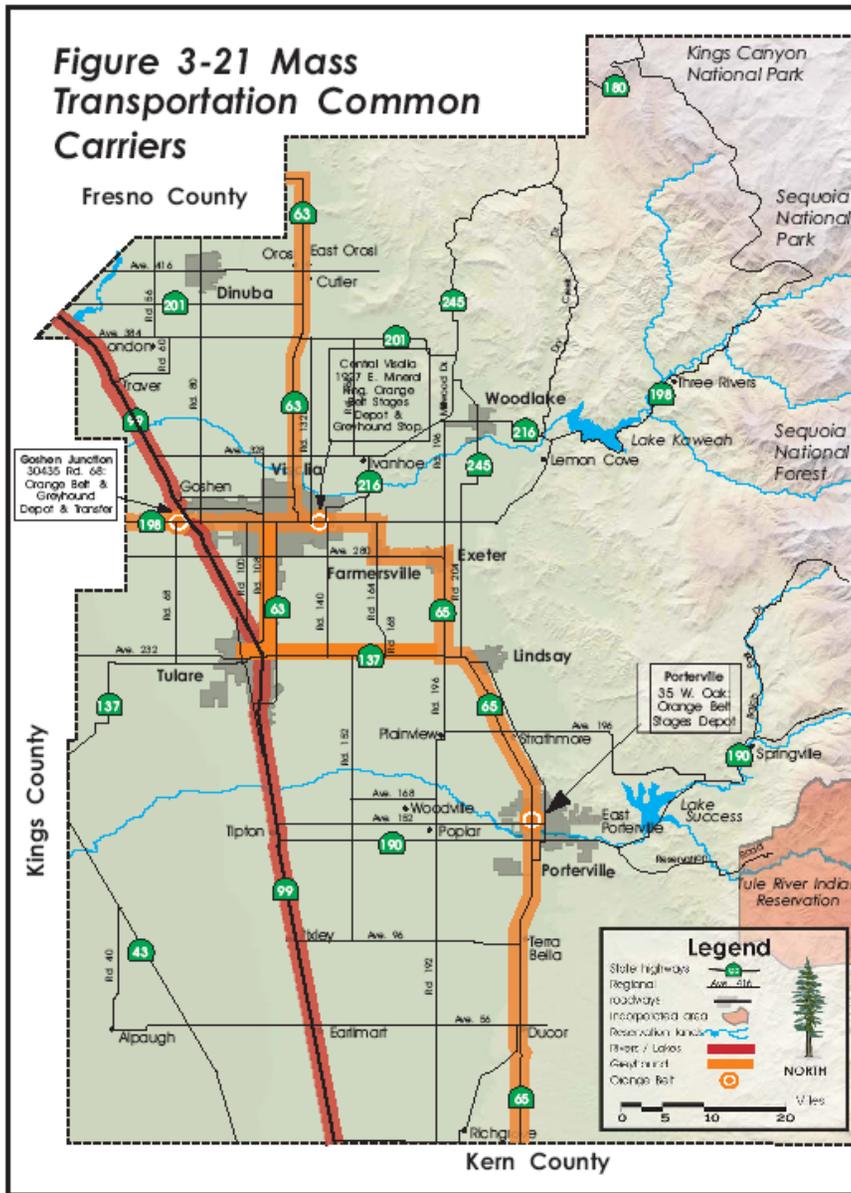


Tulare Transit Express Routes



Tulare Transit Express (TTE)

Figure 3-21 Mass Transportation Common Carriers



Common Carrier Transit Routes

APPENDIX H

User Survey Form

Tulare County Coordinated Transportation Plan - User Survey

Thank you for taking a moment to complete this survey. The results of these surveys, along with input gained at community meetings and other research will be used to develop a Tulare County Coordinated Transportation Plan. The goal is to identify gaps and overlaps in service so that we create a better-coordinated transportation system for persons with disabilities, elderly individuals, and individuals of low-income residing within Tulare County.

This plan is a federal requirement. Tulare County must prepare the plan so that agencies can apply for transportation funding. With additional funding, we can work to improve our transportation systems countywide.

1. Contact Information:

Name: _____ Address: _____

Phone: _____ Email: _____

2. Please Describe the Area in Which You Require Transportation:

City Limits Only City & County

Name of Cities and/or Communities _____

3. What Types of Transportation do You Currently Use?

Public Transit

Social Service Agency Transportation

Taxi Service

Private Shuttle Service

Other (please specify) _____

4. Please Check all of the Items that Describe Your Transportation Destinations:

Work

School

Church

Recreation

Medical

Shopping

Other (please specify) _____

5. Please Check all of the Items that Relate to Your Transportation Needs:

Better or more frequent bus/transit service to _____

Better or more frequent door-to-door transportation to _____

Better marketing of transportation services available

Better access for disabled riders

Better access for senior riders

Better communication between systems

Ample transportation exists, it needs better coordination

Other (please specify) _____

6. Please Estimate the Following (*Monthly Information*):

How often do you require transportation on a monthly basis (# of trips) _____

7. What Types of Special Assistance do You Require While Traveling?

Require wheelchair lift

Require Personal Assistant

Other (please specify) _____

Gracias para tomar un momento de completar esta encuesta. Los resultados de estas encuestas, junto con la entrada juntado en reuniones de comunidad y otra investigaciones, serán utilizados para crear El Plan de Transporte Coordinado del Condado de Tulare. La meta será para identificar los espacios y translapas en servicio para que podemos crear un sistema mejor-coordinado del transportación para personas con incapacidades, personas de edad avanzando, y con los individuos de bajo-ingresos que residen dentro de el Condado de Tulare.

Este plan es un requisito federal. El Condado de Tulare debe preparar el plan para que agencias podrán aplicar para fondos de transporte. Con fondos adicionales, podemos trabajar en mejorar nuestro sistema de transporte entre todo el condado.

1. Información de Contacto

Nombre:

Dirección:

Teléfono:

Correo electrónico:

2. Por favor describe la área en que necesitas transportación:

Limites de la ciudad

Cuidad y condado

Nombre de los ciudades y/o comunidades

3. Que tipo de transporte uses hoy?

Transporte publico

transportación de la agencia Seguro Social

Servicio de taxi

Transporte servicios privados

Otro modo (por favor sea específico)

Por favor marque todo que describe sus destinos de transporte.

Trabajo

Escuela

Iglesia

Recreación

Medico

Compras

Otro (por favor sea específico)

Por favor marque todos que identifica sus necesidades de transportación

Mejor o mas frecuente autobús/servicio de transito a_____

Mejor o mas frecuente transportación hasta puerta a puerta a_____

Mejor publicidad de servicios disponibles de transportación

Mejor acceso para los con incapacidades que usan servicios

Mejor acceso para los de edad avanzado que usan servicios

Mejor comunicación entre sistemas de transportación

Mucha transportación exista, necesita coordinación mejor
Otro (por favor sea específico)

6. Por favor da estimación (información al mes)
Cuántos veces al mes necesitas transportación (# de viajes)

7. Que tipo de asistencia especial necesitas cuando viajes?
Necesitas ascensor de silla de ruedas
Necesitas asistente personal
Otro (por favor sea específica)

8. Otros comentarios son bienvenidos para ayudar nos a preparar el Plan de Transporte
Coordinado del Condado de Tulare.

Gracias por tomando el tiempo para asistirnos con este esfuerzo importante!

Por favor mande este encuesta completada a: TPG Consulting, 222 N. Garden St, Suite
100, Visalia, CA 93291
resposos Electrónicos o preguntas pueden ir a jmiller@tpgconsulting.net.

Por favor responde, antes de el 21 de Mayo, 2007

APPENDIX I

Federal Funding Programs

SERVICES PROVIDED BY FEDERAL TRANSPORTATION PROGRAMS

	Reimbursed Costs (Fares, Gas, Bus Pass, etc.)	Mobility Mgt/Travel Training/O and M	Operate Vehicles (Direct or Contract)	Purchase Vehicles (public/nonprofit)
HEALTH AND HUMAN SERVICES				
<i>Administration for Children and Families</i>				
Social Service Block Grant	X		X	X
<u>Child Care and Development Block Grant</u>	X			
Head Start			X	X
Refugee and Entrant Assistant Discretionary Grants				
Refugee and Entrant Asst. State Administered Programs	X			
Refugee and Entrant Targeted Assistance	X			
Refugee and Entrant Asst. Voluntary Agency Programs	X			
State Developmental Disabilities Council and Protection & Advocacy	X	X	X	
<u>Temporary Assist to Needy Families</u>	X			
<u>Community Services Block Grant</u>			X	

Promoting Safe and Stable Families			X	
<i>Administration on Aging</i>				
<u>Grants for Supportive Services and Senior Centers</u>			X	
<u>Programs for American Indian, Alaskan Native and Native Hawaii</u>			X	
<i>Centers for Medicaid and Medicare</i>				
<u>Medicaid</u>	X			
<u>State Health Insurance Program</u>	X			
Home and Community Based Waiver	X	X		
<i>Health Resources and Services Administration</i>				
Community Health Centers	X		X	
<u>Healthy Communities Program</u>	X		X	
<u>HIV Care Formula</u>	X		X	
Maternal and Child Health Block Grant	X			
Rural Health Care Network	X		X	X
Rural Health Care Outreach Program			X	

Healthy Start Initiative			X	
Ryan White Care Act Programs				
<i>Substance Abuse and Mental Health Services Administration</i>				
Community Mental Health Services Block Grant	X	X		
Prevention and Texas Block Grant	X	X		
DEPARTMENT OF EDUCATION				
<u>Voluntary Public School Choice</u>	X	X		
<u>IDEA</u>		X		
<u>Centers for Independent Living</u>		X		
<u>Independent Living for Older individuals Who are Blind</u>		X		
Independent Living State Grants		X		
Vocational Rehab Grants		X		
DEPARTMENT OF LABOR				
<i>Bureau of Indian Affairs</i>				
<u>Indian Employment Training and Related Services</u>	X	X		

Indian Employment Services	X	X		
<i>Employment and Training Administration</i>				
Job Corps	X	X		
Migrant and Seasonal Farm Worker <u>Migrant and Seasonal Farm Worker</u>	X	X		
Native American Employment and Training	X	X		
<u>Trade Adjustment Assistance for Workers</u>	X	X		
Welfare to Work Grants for Tribes	X	X		
Welfare to Work for States and Locals	X	X		
<u>Work Incentive Grants</u>	X	X		
<u>Workforce Investment Act Adult Services Program</u>		X		
<u>Workforce Investment Act Adult Dislocated Worker Program</u>		X		
<u>Workforce Investment Act Youth Activities</u>		X		
<i>Veterans Programs</i>				
Veterans Employment Program		X		
<u>Homeless Vet Project</u>				

DEPARTMENT OF TRANSPORTATION				
Elderly and Persons with Disability				X
<u>Job Access Reverse Commute</u>			X	X
<u>Non-Urbanized Formula</u> (rural)			X	X
<u>Urbanized Formula</u>				X
New Freedom Program			X	X
Capital Discretionary Program			X	X
HOUSING AND URBAN DEVELOPMENT				
<i>Community Planning and Development</i>				
Community Development Block Grant			X	X
Housing for Ind. w/AIDS	X		X	X
Supportive Housing Programs			X	
Principal and Interest				
Revitalization of Severely Distressed Housing	X			
Veteran Affairs				

Homeless Provider Grants			X	X
Medical Care Benefits	X		X	X
Social Security Administration				
Ticket to Work Program	X			
U.S. Department of Agriculture				
Food stamp and Employment Training Program	X			

O:\TPM\Performance Agreement\UNITED WE RIDE\Coordination-UWR\CCAM2006\policy\FEDERAL TRANSPORTATION SERVICES MATRIX (6)MB.doc

APPENDIX J

Section 5310 Scoring Criteria

**FEDERAL TRANSIT ADMINISTRATION PROGRAM
FOR ELDERLY AND DISABLED INDIVIDUALS
(49 U.S.C. SECTION 5310)
2006-07 FUNDING CYCLE**

ISSUE DATE: October 15, 2005

**QUANTITATIVE SCORING CRITERIA
AND PROJECT RATING FORM**

CONTENTS

		Page
<i>SECTION 1</i>	Project Need: Replacement	1 - 2
	Project Need: Service Expansion	3
	Project Need: Other Equipment	4
<i>SECTION 2</i>	Service Effectiveness	5 - 6
<i>SECTION 3</i>	Project Need: Unavailable, Insufficient or Inappropriate	7 - 8
<i>SECTION 4</i>	Ability of Applicant	9 - 10
<i>SECTION 5</i>	Coordination	11
<i>SECTION 6</i>	Project Scoring	12

SECTION 1 - Project Need: Replacement

Maximum 20 Points

DEFINITION	QUANTITATIVE CRITERIA	QUANTITATIVE SCORE	PROJECT SCORE
<p><i>Excessive Maintenance:</i> Vehicle <u>does not meet minimum useful life requirements</u> (4 years or 100,000 miles for minivan, modified van and single wheel cut-a-way or 7 years or 200,000 miles for bus), but needs to be replaced due to excessive maintenance.</p>	<p>3. Vehicle to be replaced due to problems related to <i>excessive maintenance</i>:</p> <p>Documented major component problems (e.g., repeated engine replacement, excessive brake and transmission replacement, excessive repairs during warrantee period due to design flaw, repair cost more than replacement cost). Documentation to include copies of letters to vendor and/or original equipment manufacturer, repair bills, repair estimates, etc.</p>	<p>0 - 20</p>	<p>_____</p>
		<p>TOTAL POINTS <i>Maximum 20 points</i></p>	<input type="text"/>

GO TO PAGE 5 OF 12

SECTION 2 - Service Effectiveness

Maximum 30 Points

QUANTITATIVE CRITERIA	QUANTITATIVE SCORE	PROJECT SCORE
<p>3. <i>Existing transportation provider:</i> Total miles per day divided by number of vehicles: <i>First-time transportation provider:</i> Projected number of miles for requested vehicle per day:</p> <p>Over 102 miles per vehicle</p> <p>over 94 miles per vehicle, but not more than 102 miles per vehicle</p> <p>over 86 miles per vehicle, but not more than 94 miles per vehicle</p> <p>over 78 miles per vehicle, but not more than 86 miles per vehicle</p> <p>over 70 miles per vehicle, but not more than 78 miles per vehicle</p> <p>over 62 miles per vehicle, but not more than 70 miles per vehicle</p> <p>over 54 miles per vehicle, but not more than 62 miles per vehicle</p> <p>over 46 miles per vehicle, but not more than 54 miles per vehicle</p> <p>over 38 miles per vehicle, but not more than 46 miles per vehicle</p> <p>30 to 38 miles per vehicle</p> <p>less than 30 miles per vehicle</p>	<p>10</p> <p>9</p> <p>8</p> <p>7</p> <p>6</p> <p>5</p> <p>4</p> <p>3</p> <p>2</p> <p>1</p> <p>0</p>	<p>_____</p>
<p>ADDITIONAL POINTS CAN BE OBTAINED UNDER THE FOLLOWING PROVIDED TOTAL POINTS FOR SERVICE EFFECTIVENESS CATEGORY DO NOT EXCEED 30 POINTS</p>		
<p>4. <i>Existing transportation provider:</i> Current wheelchair users as a percentage of current total users: <i>First-time transportation provider:</i> Projected wheelchair users as a percentage of projected total users:</p> <p>more than 65%</p> <p>more than 60 to 65%</p> <p>more than 55% to 60%</p> <p>more than 50% to 55%</p> <p>more than 45% to 50%</p> <p>more than 40% to 45%</p> <p>more than 35% to 40%</p> <p>more than 30% to 35%</p> <p>more than 25% to 30%</p> <p>20% to 25%</p> <p>less than 20%</p>	<p>10</p> <p>9</p> <p>8</p> <p>7</p> <p>6</p> <p>5</p> <p>4</p> <p>3</p> <p>2</p> <p>1</p> <p>0</p>	<p>_____</p>
		<p>TOTAL POINTS <i>Maximum 30 points</i></p> <div style="border: 1px solid black; width: 40px; height: 30px; margin-left: auto;"></div>

GO TO PAGE 7 OF 12

SECTION 3 - Project Need: Unavailable, Insufficient or Inappropriate

Maximum 10 Points

<i>DEFINITION</i>	<i>QUANTITATIVE CRITERIA</i>	<i>PROJECT SCORE</i>
<p><i>Inappropriate:</i> Target population has unique or special needs, which are difficult or impossible to serve on available mass transportation and/or paratransit. Example: lack of wheelchair accessibility.</p>	<p><u>INAPPROPRIATE</u></p> <p>1. Applicant accurately describes available public transit and public paratransit, including fixed route, dial-a-ride, ADA complementary paratransit services, and private paratransit.</p> <p style="text-align: center;">AND</p> <p>2. Applicant describes target population (ages, types of disabilities, demographics).</p> <p style="text-align: center;">AND</p> <p>3. Applicant describes special transportation needs of target population and why available transit is inappropriate to meet the identified needs.</p> <p style="text-align: center;">AND</p> <p>4. Applicant describes how proposed project will address special needs of target population.</p> <p style="text-align: center;">AND</p> <p>5. Applicant describes other funding sources considered (e.g., other grants, donations, contracts, cash reserves of the agency, etc.) and why these are not available to fund the proposed project.</p>	<p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>
	<p>TOTAL POINTS <i>Maximum 10 points</i></p>	<input type="text"/>

GO TO PAGE 9 OF 12

SECTION 4 - Ability of Applicant

Maximum 30 Points

<i>DEFINITION</i>	<i>QUANTITATIVE CRITERIA</i>	<i>QUANTITATIVE SCORE</i>	<i>PROJECT SCORE</i>
<p>Evidence of an applicant's experience and history of providing efficient and effective transit services.</p>	<p>1. Applicant has experience providing existing specialized transportation services for elderly or individuals with disabilities for:</p> <ul style="list-style-type: none"> a) more than 5 years b) more than 3 up to 5 years c) more than 1 up to 3 years d) less than 1 year <p>2. Inclusion of satisfactory CHP or Caltrans inspection, or documentation that such an inspection is not required.</p> <p>3. Operating plan describes the following:</p> <ul style="list-style-type: none"> a) Driver training program includes: <ul style="list-style-type: none"> New and continuing in-service driver training, including testing and certification Sensitivity Training First Aid/CPR b) Description of dispatching plan <p>4. Maintenance plan includes the following:</p> <ul style="list-style-type: none"> a) Pre- and post- trip inspection description b) Preventative and routine maintenance description <p>5. Inclusion of maintenance and inspection forms.</p> <p>6. Contingency plans for when equipment is out of service.</p> <p>7. Operating funds:</p> <ul style="list-style-type: none"> a) Qualified audit for agency included with no instances of non-compliance. b) Appropriate funding source for local match is identified. c) All sources of estimated operating income are identified for proposed project. d) Operating budget for applicant agency includes previous year, current year and upcoming year. 	<p>4</p> <p>3</p> <p>2</p> <p>0</p> <p>2</p>	<p>_____</p>
		SUBTOTAL	<input type="text"/>

GO TO PAGE 10 OF 12

SECTION 4 - Ability of Applicant

Maximum 30 Points

<i>QUANTITATIVE CRITERIA</i>	<i>QUANTITATIVE SCORE</i>	<i>PROJECT SCORE</i>
<p><i>ADDITIONAL POINTS CAN BE OBTAINED FOR APPLICANTS THAT HAVE NOT PREVIOUSLY BEEN TRANSPORTATION PROVIDERS PROVIDED TOTAL POINTS FOR ABILITY OF APPLICANT CATEGORY DO NOT EXCEED 30 POINTS</i></p> <p>1. Applicant has experience in providing other (non-transit) services for elderly or individuals with disabilities:</p> <ul style="list-style-type: none"> a) More than 3 years b) 1 to 3 years c) less than 1 year <p>2. Applicant demonstrates support from the local regional transportation planning agency or CTSA (letter must be attached).</p>	<p>2</p> <p>1</p> <p>0</p> <p>2</p>	<p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>
	<p>TOTAL POINTS <i>Maximum 30 points</i></p>	<input type="text"/>

GO TO PAGE 11 OF 12

SECTION 5 - Coordination

Maximum 10 Points

	<i>DEFINITION</i>	<i>QUANTITATIVE CRITERIA</i>	<i>QUANTITATIVE SCORE</i>	<i>PROJECT SCORE</i>
<p><i>Coordination of transit services and other transportation related activities where opportunities exist to coordinate.</i></p>	<p>Determination of an applicant's documented attempts and success in coordinating with other agencies needing and/or providing transportation services.</p> <p>Coordination of services includes:</p> <p>1. Allowing another agency or organization to use the requested vehicle while it is not being used by the applicant or providing transportation services for the clientele of another agency along with the applicant's service.</p> <p>2. Sharing transportation-related services, such as dispatching, driver/maintenance training programs, maps and schedules, etc., with another agency.</p>	<p>1. A letter from the CTSA* or coordinating agency confirming that applicant currently coordinates or proposes to coordinate one or more of the following activities (total not to exceed 10 points):</p> <ul style="list-style-type: none"> a) Shared use of vehicles b) Dispatching or scheduling c) Maintenance d) Staff training programs e) Joint procurement of services and supplies from funding sources other than Section 5310 f) Active participation in local social service transportation planning process g) Back-up transportation h) Coordination of client trip(s) with other transportation agencies <p style="text-align: center;">OR</p> <p>2. CTSA* has provided applicant with letter confirming that no opportunities for coordination currently exist for requested equipment.</p> <ul style="list-style-type: none"> • If applicant is a CTSA or if there is no CTSA, a letter from the RTPA must be submitted. 	<p>2</p> <p>2</p> <p>2</p> <p>2</p> <p>2</p> <p>2</p> <p>2</p> <p>2</p> <p>10</p>	<p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>
			<p>TOTAL POINTS <i>Maximum 10 points</i></p>	<div style="border: 1px solid black; width: 40px; height: 30px; margin: 0 auto;"></div>

GO TO PAGE 12 OF 12

SECTION 6 - Project Scoring Sheet

Applicant: _____

Proj #	Project Type	Replacement VIN	Sect 1 (Max 20pts)	Sect 2 (Max 30pts)	Sect 3 (Max 10pts)	Sect 4 (Max 30pts)	Sect 5 (Max 10pts)	Total (Max 100pts)
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								