SACOG-07-023

PUBLIC TRANSIT AND

Human Services Transportation Coordinated Plan

SACOG

July 19, 2007

Sacramento Area Council of Governments

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Delivering transportation projects; providing public information and serving as a dynamic forum for regional planning and collaboration in the greater Sacramento Metropolitan Area.

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Executive Summary

The Sacramento Area Council of Governments recognizes an increasing need to plan for and address the mobility needs of the growing regional population. While there is currently a range of transportation services available to people with lower incomes, seniors and persons with disabilities in the Region, gaps in service remain due to geography, limitations in fixed-route and demand-responsive services, program/funding constraints, eligibility limitations, knowledge and training. According to Department of Finance projections, the number of people age 55 or older in the Sacramento Region will increase by approximately 580,000, or 153%, between 2000 and 2030. In particular, there is a growing population of the frail elderly who experience mobility difficulties but are not considered to be ADA-eligible, who do not consider themselves disabled, and who are often aging in place in rural and suburban areas, making obtaining the transportation services they need more difficult.

The Sacramento Region is facing significant growth in its population, including the populations of seniors, growth in the working-age population, and growth in the working-age population with severe disabilities. This growth is taking place in both more urbanized Sacramento County, and the less urbanized portions of the Region where transportation alternatives are limited. This poses not only a challenge for those who are not able to drive, especially those who have few family or income resources to afford alternatives, but also for all communities who will be called upon to provide expanded transportation services to meet residents' needs.

The SACOG Public Transit and Human Services Transportation Coordinated Plan is intended to show how human service agencies can work together with transportation providers to address the transportation needs of people with disabilities, seniors, and people with limited incomes. The SACOG Coordinated Plan is meant to broaden the dialogue and support further collaboration between public transportation providers, human service agencies, and others to link people with the transportation services that they need. The description of transportation services and the connections and relationships represented in this report are drawn from discussions with transportation and human services staff, stakeholder interviews, public input, public hearings and workshops.

A Coordinated Plan is required under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of August 2005. As suggested by the Federal Transit Administration (FTA) the plan offers an overview of what transit services are available, where there are gaps in those services, and includes potential solutions to close those service gaps. Once the SACOG Coordinated Plan is in place, federal funds specifically directed toward services to lower income persons, seniors and people with disabilities will become available to the SACOG Region's transit operators. The types of services provided with these funds must be derived from the SACOG Coordinated Plan.

Chapter 1: Coordinated Plan and Methodology

State and Federal Requirements for Coordination

The California State Transportation Development Act (TDA) is administered by the California Department of Transportation (Caltrans) within the State of CA Business Transportation and Housing Agency, and provides two major sources for the funding of public transportation in California through regional planning and programming agencies such as the Sacramento Area Council of Governments (SACOG). The TDA funds a wide variety of transportation programs, including planning and program activities, pedestrian and bicycle facilities, community transit/special needs transport services, public transportation, and bus and rail projects. The TDA requires that transit operators coordinate their services, so that transit services are not duplicative and use the limited funds available in the most efficient way possible.

The Federal Transit Administration has defined coordination of transportation services as, "... a process in which two or more organizations interact to jointly accomplish their transportation objectives." (US DOT, FTA, Planning Guidelines for Coordinated State and Local Specialized Transportation Services (WA, D.C. FTA, 2004)). The SACOG Public Transit and Human Services Transportation Coordinated Plan, hereby known as the Coordinated Plan, is a direct result of the *2004 Executive Order: Human Service Transportation Coordination* furthered by federal and state directives and the Executive Order calls for human service agencies within the Department of Health and Human Services and providers of transportation funded through the Federal Transit Administration to:

- promote interagency cooperation and minimize duplication and overlap of services,
- determine the most appropriate, cost-effective transportation services within existing resources, and
- improve the availability of transportation services to the people who need them.

The federal directive, as prescribed by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) transportation authorization bill, requires that projects selected for funding under the Elderly Individuals and Individuals with Disabilities Capital Program (Section 5310), Job Access and Reverse Commute program (Section 5316), and New Freedom program (Section 5317) come from a locally developed coordinated public transit-human services transportation plan.

For a description of potential funding sources refer to funding resources section of the appendices.

Plan Objectives and Development

The SACOG Coordinated Plan follows the March 23 and September 6, 2006 Federal Registers guidance regarding the FTA proposed elements of a coordinated plan:

- An assessment of available services that identifies current providers (public, private, and nonprofit);
- An assessment of transportation needs for individuals with disabilities, older adults, and people with low incomes. This assessment may be based on the experiences and perceptions of the planning partners or on more sophisticated data collection efforts, and gaps in service;
- Strategies and/or activities to address the identified gaps and achieve efficiencies in service delivery; and
- Relative priorities for implementation based on resources, time, and feasibility for implementing specific strategies/activities identified.

The SACOG Coordinated Plan reviews public and private transportation providers and the human service agencies, both public and not-for-profit, that utilize the transportation services. The Plan also analyzes community/volunteer based transportation providers and the services they provide.

The SACOG Coordinated Plan mainly affects the distribution of FTA Sections 5310, 5316 and 5317 funding. Agencies and organizations can do a variety things with New Freedom (5317), Job Access Reverse Commute (JARC, 5316), and Section 5310 funds. New Freedom projects should assist individuals with disabilities with transportation. The projects must be for new public transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act (ADA). JARC projects should improve access to employment and employment-related activities for lower-income workers. Section 5310 gives vehicle grants to non-profit agencies and public transit providers of transportation services to seniors and people with disabilities.

Relationship of this Plan to Regional Planning

The SACOG Coordinated Plan is anchored to the following regional planning documents:

Document	Reference	Notes
SACOG Public Transit and Human Services Transportation Coordinated Plan (June 2007)	As part of SAFETEA-LU, LTD will develop a Coordinated Plan to serve elderly individuals and individuals with disabilities program (5310), Job Access and Reverse Commute Program (5316) and the New Freedom Program (5317).	Update of the SACOG Metropolitan Transportation Plan (MTP our RTP) will be completed in Fall 2007 (FY 2007-08). The update of the MTP will include an analysis of public and special needs transit services. Future updates of the Coordinated Plan will be on the same schedule as the MTP.
SACOG Public Participation Plan (July 2007)	New federal transportation regulations require metropolitan planning organizations such as SACOG to adopt a plan to provide the public with opportunities to be involved in the transportation planning process.	Future updates of the SACOG Coordinated Plan will use the new Public Participation Plan methodology.
2007 Senior and Disabled Mobility Study	SACOG identified the need to address more intensely the mobility needs of the rapidly growing population of seniors and persons with disabilities in the Sacramento Region.	The work done and information gathered for the Senior and Disabled Study is used in SACOG's first, Public Transit and Human Services Transportation Coordinated Plan.
2003 SACOG Region JARC Plan Update	Regional Job Access Reverse Commute (JARC) Transportation Plan to address regional transportation barriers faced by CalWorks clients and other low income individuals. The goal of the plan is to improve access for these populations to employment	The work done and information gathered for the SACOG JARC Plan is used in SACOG's first, Public Transit and Human Services Transportation Coordinated Plan.

Methodology and Public Involvement

Much of the information presented in the SACOG Public Transit and Human Services Transportation Coordinated Plan (Coordinated Plan) comes from the SACOG Senior and Disabled Mobility Study (2007) and the SACOG Job Access Reverse Commute (JARC) Plan/Update (2003).

The Senior and Disabled Mobility Study received input from a technical advisory committee made up of pubic transit, specialized/paratransit transit service providers, human service providers, and representatives of advocate organizations for seniors and persons with disabilities. The JARC Plan advisory committee was made up of transit operators and county human service agency staff.

This is SACOG's first effort in developing a regional Human Service Transportation Coordinated Plan for the six county region, including the urbanized areas of El Dorado, Placer, Sacramento, and Yolo counties as well as the rural areas of Placer, Sacramento, Sutter and Yuba counties. The Federal Register recommendations from the FTA on the coordinated plan stated that regional planning agencies should focus on obtaining input on human services/specialized transportation needs from three main stakeholder/transit user groups: lower income people, seniors and persons with disabilities. SACOG worked to obtain input from stakeholders through several processes.

Unmet Transit Needs Process

The California Transportation Development Act (TDA) requires that the Regional Transportation Planning Agency (RTPA) hold Unmet Transit Needs hearings to obtain transit needs requests from transit users/stakeholders in the RTPA area. SACOG is the RTPA for four counties Sacramento, Sutter, Yolo and Yuba counties. SACOG holds 12 to 14 Unmet Transit Needs hearings each year in the jurisdictions in the four RTPA counties. During the process input was requested from the public on Human Services transportation and coordination in the six county region as part of the planning process required to meet SAFETEA-LU requirements. At the Unmet Transit Needs hearings, in a process separate from the Unmet Transit Needs, SACOG requested input on human services transportation, defining it as dial-a-ride/paratransit, non-emergency medical transportation, community/volunteer transportation etc. The Coordinated Plan input, as well as input received from the last three years of Unmet Transit Needs hearings, was used to identify gaps in human services/special needs transportation services.

Please see the appendix for public hearing dates.

Coordinated Plan Hearings and Other Outreach

In Placer and El Dorado counties two separate RTPAs, the Placer County Transportation Planning Agency (PCTPA) and the El Dorado County Transportation Commission (EDCTC) respectively, hold the Unmet Transit Needs hearing process in those counties. Therefore in the urbanized areas outside of the SACOG RTPA area in Placer and El

Dorado counties separate hearings were held to obtain further comments on the Coordinated Plan. PCTPA and EDCTC also provided the Unmet Transit Needs comments received from the past three years.

SACOG has also gone out to present the Coordinated Plan to various community groups including the Gray Panthers, the Sacramento Regional Transit Mobility Advisory Committee (MAC) and environmental justice groups.

Stakeholder Meetings and Interviews

In addition to the unmet transit needs and other outreach this Coordinated Plan uses input received as part of the Senior and Disabled Mobility Study. From April to June 2005, SACOG, with assistance from consulting firm Odyssey, conducted over 100 outreach calls and six workshops, and in November 2006 a region-wide working session, to help inform the Study. The purpose of the phoning, workshops and working session were to hear directly from people in each of the six counties in the region, including service providers, older community residents and those with disabilities, about the barriers to mobility that seniors and persons with disabilities face, key locations people want or need to reach, and local preferences for transportation-related improvements that would help people travel more easily to their destinations. Also, SACOG accepted comment via phone, regular mail, fax and email.

Plan Availability – Use and Ongoing Refinement

The Draft SACOG Coordinated Plan will be put out for public review in June 2007 after receiving input from the Board of Directors.

The FTA also suggests that Public Transit and Human Services Transportation Coordinated Plans be updated on the same schedule as the Regional Transportation Plan (RTP). SACOG plans to update the SACOG Coordinated Plan once prior to the next scheduled SACOG Metropolitan Transportation Plan/RTP is adopted in fiscal year 2011-2012.

This initial effort will fulfill all of the FTA requirements for a Coordinated Plan. In future updates, SACOG will add detail to its Coordinated Plan by including more information on locations of human services, job training, medical facilities etc.
The SACOG Coordinated Plan will be used for on-going service planning related to human services/special needs transportation services in the SACOG region. The information from the Plan will also be used to evaluate applications for FTA Section 5310, 5316, and 5317 applications from the region's transportation operators, as well as other regional transportation planning.

Chapter 2: Available Public and Human Services Transportation in the SACOG Region

All urbanized areas of the six-county SACOG region are served by "fixed-route" transit services, i.e., those that run on regular routes and fixed schedules.

The ADA also made it mandatory for providers of fixed-route transit services to offer comparable demand-responsive services to those who could not use fixed-route services. Demand-responsive services, or transportation services for which the passenger calls in advance for a pick-up, have been provided for many years in the Sacramento region, some exclusively to those with disabilities and others providing service to seniors and/or the general public. The demand-responsive transportation services operated by public transit operators are used by significant numbers of seniors and persons with disabilities. For example, in 2005, Paratransit Inc. reported that it served 723,345 passengers.[1]

Public transportation services are also supplemented in many parts of the SACOG region with transportation services provided by local agencies and community-based organizations.

The following sections summarize current transportation services available in each county in the region.

El Dorado County

El Dorado County is one of the fastest growing counties in the region. It includes the historic city of Placerville, the county seat, communities such as Cameron Park and El Dorado Hills with their expanding residential developments, and older more rural communities such as Camino – home to Apple Hill – and Pollock Pines. The Coordinated Plan does not examine South Lake Tahoe as it is not part of the SACOG Region.

Fixed-Route Service

El Dorado Transit provides all public transit services in the county, including:

- Eight fixed routes buses serving Placerville, Pollock Pines/Camino, Diamond Springs, Cameron Park, Folsom Lake College, South County, and Grizzly Flat.
- 11 morning commuter buses to downtown Sacramento and 12 return buses, plus a reverse commute route from downtown Sacramento to Placerville
- A connector to the Iron Point Light Rail Station and Kaiser clinic in Folsom.

Demand-Responsive Service

El Dorado Transit also provides:

[1] Annual performance data provided in Paratransit, Inc. FY 2004-05 State Controller's Report

- Dial-A-Ride services for seniors and persons with disabilities, and the general public subject to restrictions
- ADA Complementary Paratransit service in Placerville
- Daily service to the Placerville Senior Center
- SAC-MED, shared-ride transportation on Tuesdays and Thursdays. The service takes senior, disabled and general public passengers with a reservation from five pick-up points in El Dorado County to non-emergency medical appointments in Folsom, Sacramento and Roseville.

Supplemental/Human Services Transportation

El Dorado County offers a Senior Shuttle, which provides transportation with an advance reservation to seniors 60+ for weekly grocery shopping trips, and monthly outings to a senior nutrition site for lunch. The service is not wheelchair accessible.

Placer County

Another fast growing county in the region, Placer County includes the city of Auburn, the county seat; Roseville, considered a regional retail and job center, and its neighbor, Rocklin; the city of Lincoln, home along with Roseville to a large Sun City senior community; and other smaller communities such as Granite Bay, Loomis, Colfax, Foresthill and other more rural areas. The Coordinated Plan does not include communities in the Lake Tahoe area since they are not part of the SACOG region.

Fixed-Route Service

- The City of Roseville offers 14 fixed routes in Roseville, along with seven morning commuter buses to downtown Sacramento, and six evening returns.
- The City of Auburn operates two fixed routes in Auburn on weekdays, and one on Saturdays.
- The City of Lincoln operates three fixed routes within the city on weekdays.
- Placer County Transit offers five intercity fixed routes, making connections between Auburn, Sacramento Light Rail, Lincoln, Rocklin, Newcastle, Penryn, Loomis, Sierra College, Colfax, Alta, and Roseville.

Demand-Responsive Service

Roseville Transit offers city Dial-a-Ride service, including same-day and general public service subject to availability.

Lincoln Transit offers Dial-a-Ride service to seniors, persons with disabilities and the general public. It serves passengers anywhere within City limits plus the Galleria in Roseville.

Placer County Transit offers Dial-a-Ride services for Granite Bay, Loomis, Rocklin, and along Highway 49.

The Consolidated Transportation Service Agency of Placer County (CTSA), operated by PRIDE Industries, offers several specialized transportation services for Western Placer County residents. Services include weekday service between Foresthill and Auburn, and subscription transportation for clients, especially those with developmental disabilities, participating in specific social service programs. CTSA also provides transportation for a fee for non-emergency healthcare appointments within Placer County.

Supplemental/Human Services Transportation

Senior Independent Services (formerly Foothill Volunteer Center) organizes volunteer drivers to take seniors and disabled adults to local doctor's appointments, the grocery store, bank, and other local errands. Service is door-to-door with a minimum of two days' notice for residents of Granite Bay, Colfax, Auburn, Roseville, and Lincoln, with limitations on service hours to avoid traffic.

Sacramento County

As the largest in the region in terms of population, Sacramento County also has a larger number of transportation providers.

Fixed-Route Service

The Sacramento Regional Transit District (Sac RT) operates two light rail lines and 77 fixed-route bus services in its 418-square-mile service area, with planning underway for an extension of the South light rail line to Cosumnes River College.

South County Transit (SCT/Link) operates service in the southernmost part of Sacramento County. SCT/Link offers 4 local fixed routes in Galt, one route serving other communities in the Delta, and an express route along Highway 99 connecting Lodi, Galt, Elk Grove and Sacramento.

e-*tran* is the City of Elk Grove's transit service. It offers mobility training and 17 local bus routes within Elk Grove and Laguna, including special school year and summer school service to middle schools and high schools. *e-tran* also offers 8 commuter routes to Sacramento, including connections to the Meadowview light rail station, and to SCT/Link's Highway 99 service.

Folsom Stage Line offers two local fixed routes Monday through Friday, including connections to the Iron Point and Glenn light rail stations, downtown, Folsom Lake College, Intel, Kaiser, and retail centers.

Demand-Responsive Service

Paratransit, Inc. is contracted by Sac RT to provide demand-responsive services in Sacramento County (except in the service areas of SCT/Link and *e-van*.) They operate over 150 vehicles. Paratransit, Inc. provides trip planning and services to 24 community

partners, ranging from United Cerebral Palsy to the Women's Civic Improvement Center. Their maintenance shop provides services to 40 other agencies in the Sacramento region. Paratransit offers mobility training for county residents on using RT buses and light rail, and to residents of certain Yolo and Placer County communities.

SCT/Link provides Dial-a-Ride service within Galt for seniors with disabilities and the general public. SCT/Link also provides service once a week for the general public between Southeast Sacramento County and the City of Galt, and twice a week for seniors and persons with disabilities between Galt and medical facilities in Sacramento.

e-van provides Dial-a-Ride service to Elk Grove residents who are 75+ or qualify for ADA. *e-van* operates within Elk Grove, and also provides service to medical and other destinations within urbanized Sacramento County.

Folsom Stage provides Dial-a-Ride service within Folsom city limits for persons with disabilities and those 55 and over.

Supplemental/Human Services Transportation

Other transportation providers in Sacramento County include the following:

- The American Cancer Society's Road to Recovery program provides transportation to ambulatory cancer patients without other alternatives to reach cancer-related treatment and medical appointments.
- The Asian Community Center uses two vans to offer seniors living in zip codes 95831, 95822, 95818, and 95814 transportation from home to classes, social visits, and day care, and group shuttles to senior housing, field trips, neighborhood errands, and medical appointments, with volunteer escorts for door-through-door assistance.
- Cordova Senior Center operates two vans that bring seniors to the center for activities.
- For a donation, Galt Concilio offers Galt seniors and persons with disabilities van or car transportation, provided by volunteer drivers with a week's notice, to medical appointments in Galt, Lodi, Stockton and Sacramento.
- The Society for the Blind offers transportation for those attending classes at its midtown location, as well as for its senior retreat program and Senior Impact Program.
- Stanford Settlement offers transportation to and from the Sister Jeanne Felion Senior Center for lunch using 15-passenger vans, plus door-to-door car transportation and escort for seniors to doctor's appointments using volunteers. To be eligible, seniors must live in zip codes 95815, 95833, 95834, or parts of 95836, 95837 or 95838, and request medical escort at least 3-4 days in advance.
- United Cerebral Palsy offers weekday fixed route, door-to-door service for people with developmental disabilities to various community educational and vocational programs throughout the Greater Sacramento area.

- United Christian Center's Health Reach program is a free service running two vehicles on weekdays to transport seniors and persons with disabilities in South Sacramento to medical appointments.

Yolo County

Besides its larger cities of Woodland, Davis – home to UC Davis – and West Sacramento, Yolo County includes numerous smaller communities such as Winters and Esparto and more outlying rural areas like the Capay Valley.

Fixed-Route Service

The Yolo County Transportation District (YCTD) operates YOLOBUS, which offers two local fixed routes within Woodland, and 19 intercity routes serving Davis, West Sacramento, Winters, Woodland, downtown Sacramento, Sacramento International Airport, Capay, Dunning, Esparto, Madison, Yolo and Knights Landing, Vacaville, and Cache Creek Casino.

Unitrans provides fixed-route transit service in the city of Davis for UCD students and the general public. Unitrans also operates a UCD Med Center and UC Berkeley Shuttle.

Demand-Responsive Service

YCTD also operates the following curb-to-curb Dial-a-Ride services:

- Local service for persons with disabilities in Woodland;
- Local service and to medical appointments in Sacramento for West Sacramento seniors and persons with disabilities;
- Intercity service within or between the communities of Woodland, Davis, West Sacramento, the airport and downtown Sacramento.
- ADA rural service, which consists of route deviations by fixed-route buses for residents of Winters and other more rural communities.

Davis Community Transit operates curb-to-curb Dial-a-Ride service for senior and disabled residents in Davis, with service to the general public at a higher fare when space is available.

Supplemental/Human Services Transportation

Other Yolo County transportation providers include:

- United Christian Centers in West Sacramento, which transports disabled adults to the local adult day health care program, and takes West Sacramento, Woodland, and Davis clients to the John H. Jones Clinic for substance abuse or medical treatment.

- Woodland Community Care Car, operating two vans driven by volunteers within Woodland to take ambulatory seniors to and from medical, dental and legal appointments, beauty or barber shops, visits to a spouse or relative in a hospital or nursing home, shopping, banking, Social Security, the Senior Center, Concilio, Employment and Social Services Department, library and post office. The vans also take passengers to the Woodland Senior Center for their lunch program.
- Yolo Adult Day Health Center in Woodland, which operates four vans/mini-vans to bring clients to their program.
- Yolo County Veterans Service Office which uses two vans driven by volunteers to take local veterans to medical appointments at Veterans' hospitals at Mather, McClellan, Martinez, Mare Island, and occasionally San Francisco.

Yuba and Sutter Counties

Yuba and Sutter Counties are home to two larger cities, Marysville and Yuba City, as well as numerous small cities and unincorporated rural areas. There is abundant new development on the city fringes and in more outlying rural communities, with an increasing population of commuters to Sacramento jobs.

Fixed-Route Service

Yuba-Sutter Transit offers six fixed routes serving Yuba City, Marysville, Yuba College, Olivehurst and Linda, and Sacramento commuter services, including five morning and evening buses on Highway 99, two morning and evening commuter buses using Highway 70, and three midday runs.

Demand-Responsive Service

Yuba-Sutter Transit provides Dial-a-Ride service to seniors and persons with disabilities, and the general public under certain guidelines, in the Yuba City, Marysville and Olivehurst areas.

Supplemental/Human Services Transportation

- The American Cancer Society offers its "Road to Recovery" transportation service to ambulatory cancer patients in Yuba and Sutter Counties for cancer-related appointments.
- The Medi-Car program operates one van to transport seniors to non-emergency medical and dental appointments.

Chapter 3: Needs Assessment

The following Chapter outlines the needs for public and human services transportation services and coordination identified as part of this Plan. Demographic projections indicate growth in the populations most likely to require public transportation assistance: seniors, persons with disabilities, and low-income households. Stakeholder input also identified issues with existing transportation services that affect mobility, and indicated region-wide and county-specific needs for expanded services and coordination.

Senior Population Change

Population projections have been developed by the California Department of Finance (DoF). DoF projections are from a regional economic model which makes assumptions about future levels of migration into each county.

According to DoF projections, the number of people age 55 or older in the Sacramento Region will increase by approximately 580,000, or 153%, between 2000 and 2030. As shown in **Table 1** below, in each of the six counties, growth for each age cohort (55+, 65+ and 75+) is expected to increase as a proportion of the regional total.

Table 1 - DOF PROJECTIONS by County for Age and Age Group as a % of total population

	2000	2010	2020	2030
El Dorado				
Total	158,570	188,471	221,289	250,173
55+	35,301	54,908	75,790	85,478
65+	19,595	26,235	41,213	55,310
75+	8,514	10,565	14,224	23,380
% Total Pop 55+	22%	29%	34%	34%
% Total Pop 65+	12%	14%	19%	22%
% Total Pop 75+	5%	6%	6%	9%
Placer				
Total	249,471	349,113	456,040	544,690
55+	56,085	94,559	141,558	177,317
65+	32,837	50,891	78,096	108,204
75+	15,475	23,970	33,166	47,406
% Total Pop 55+	22%	27%	31%	33%
% Total Pop 65+	13%	15%	17%	20%
% Total Pop 75+	6%	7%	7%	9%
Sacramento				
Total	1,230,465	1,555,848	1,946,679	2,293,028
% Total Pop 55+	232,364	325,949	444,771	564,526
% Total Pop 65+	136,902	164,587	238,232	323,075
% Total Pop 75+	65,662	76,481	90,874	138,103
% 55+	19%	21%	23%	25%
% 65+	11%	11%	12%	14%
%75+	5%	5%	5%	6%

Sutter				
Total	79,464	95,757	111,856	126,216
55+	16,886	21,696	28,132	33,083
65+	9,835	11,686	15,621	20,208
75+	4,432	5,259	6,610	9,028
% Total Pop 55+	21%	23%	25%	26%
% Total Pop 65+	12%	12%	14%	16%
% Total Pop 75+	6%	5%	6%	7%
Yolo				
Total	169,882	222,277	271,040	320,434
55+	27,713	41,581	58,936	76,746
65+	15,928	19,987	30,952	43,708
75+	7,821	8,314	11,030	18,126
% Total Pop 55+	16%	19%	22%	24%
% Total Pop 65+	9%	9%	11%	14%
% Total Pop 75+	5%	4%	4%	6%
Yuba				
Total	60,553	71,506	84,816	98,959
55+	11,303	15,117	19,710	22,424
65+	6,515	8,236	10,862	13,940
75+	2871	3957	4746	6170
% Total Pop 55+	19%	21%	23%	23%
% Total Pop 65+	11%	12%	13%	14%
% Total Pop 75+	5%	6%	6%	6%
Region Total	1,948,405	2,482,972	3,091,720	3,633,500
55+	379,652	553,810	768,897	959,574
65+	221,612	281,622	414,976	564,445
75+	104,775	128,546	160,650	242,213
% Total Pop 55+	19%	22%	25%	26%
% Total Pop 65+	11%	11%	13%	16%
% Total Pop 75+	5%	5%	5%	7%

DoF currently projects that the number of seniors will increase both numerically and as a percentage share of the population in each of the six counties over the study period. However, this growth will not be even.

According to DoF's maps, percentage growth rates will be greatest in El Dorado and Placer Counties. The most urbanized county, Sacramento, will see more moderate growth rates. A striking illustration comes from the Census Bureau's 2004 American Community Survey. Between 2000 and 2004, Placer County's population aged 65 and over increased 19.4% while Sacramento County's population aged 65+ increased by only 2%.

The most dramatic graying percentage-wise will continue to occur in outlying counties which presently have low median ages. By the year 2030, El Dorado and Placer counties are projected to have the highest proportions of their populations, 34 and 33 percent

respectively, who are 55 and over, compared with about a quarter in the Region's other counties.

Nonetheless, the largest absolute growth will take place in Sacramento County to over 560,000 residents aged 55+ by 2030. This compares with Placer County with about 177,000, or about a third of Sacramento County's senior population, and El Dorado County at about 85,000 seniors or about 16%. (Without the South Lake Tahoe area, these county projections would be slightly reduced.)

Persons with Disabilities: Population Change

The Census Bureau defined a disability in the 2000 Census as a long-lasting physical, mental, or emotional condition. A disabling condition can make it difficult for a person to undertake everyday activities such as walking, climbing stairs, dressing, bathing, learning, or remembering, and can prevent a person from being able to go outside the home alone, to travel independently, or to work at a job or business.

In the 2000 Sacramento Area Household Travel Survey, respondents were asked if they had a disability that limited their ability to go outside their home. Overall, 5% of people who responded reported a disability that limited their mobility. As was expected, the average number of personal trips made by persons with a disability (2.1) was lower compared to persons without a disability (3.8).[2]

A "severely disabled" custom category has been created by SACOG that consists of only those persons whose disabilities make self-care and leaving the home more difficult. This custom category was created to more accurately represent the population who require some type of assistance, are frequently reliant on public transportation, and would most likely be dependent on demand-responsive or human services transportation.

Table A "Severely disabled population in 2000 with projections to 2030" in the appendix provides projections of this "severely disabled" population in 10-year increments from 2000-2030. In the absence of more certainty on future disability rates, county-level disability rates have been held constant at 2000 levels to try to account for potential offsetting increases and decreases for different age groups. The 2000 disability rate was applied to DoF county projections to project out the population with severe disabilities at the end of each 10-year increment.

What is striking is that the "severely disabled" population is projected to increase by 87% between the year 2000 and 2030, to over 305,000 people in the Region due to overall population growth. Those currently aged 31-50, a group that according to studies may be showing higher disability rates, will be ages 55-74 by 2030.

As shown in Table B in the appendix, in Auburn, Colfax and Isleton, "severe disability" in the 65 and over population was disproportionate in the 2000 Census, with the rate of

[2] SACOG, SACOG Household Travel Survey, 1999.

disability sometimes twice or more that of the population under age of 65. In all other communities, the percentage of severely disabled among those 16-64 exceeded the percentage of severely disabled seniors 65+.

Location of Population Growth

Dispersion of the senior population has occurred in the Sacramento region. Over the 30-year period from 1970-2000, Census data shows that, as population spread out from central Sacramento, so did a portion of the senior population. Maps 1 thru 4 in the Appendix illustrate that outlying counties have had increasingly larger concentrations of seniors living in areas that are suburban, semi-rural and rural. Suburban differences are notable in the Sacramento region. Growth in the older population cohorts has been increasing in newer outlying suburbs, such as El Dorado Hills, that have few public transit options and rely extensively on autos for transportation. Map 5 'prevalence of disability among seniors 65+' in the appendix illustrates the dispersion of those 65+ with severe disabilities in the Region in 2000.

A portion of the growth in the population age 65 and older will continue to occur in newer suburban areas in the outlying SACOG counties that currently have only basic or no access to transit services. More urbanized Sacramento County is also projected to have a large number of senior residents.

Lower Income Population

A portion of seniors are also low-income, with limited resources to afford to pay for transportation or other services. Table C in the appendix identifies low-income seniors by age group. Region wide in 2000, about 6% of all seniors 65+ fell below the 1999 federal poverty line, and about 3% of those 75+. Yuba and Sutter Counties had the highest percentage of low-income seniors 65 and older, while Placer County had the lowest.

A portion of the working-age population with disabilities also faces limited income. Table D in the appendix shows that of the approximately 246,000 people falling below the federal poverty line in the Region, about 57,000 or 23% have some form of disability. About 19% are working-age (16-64) compared with 3% who are seniors 65+. Specific income data is not available to refine this analysis further for those in SACOG's "custom category" with severe disabilities.

Table E shows that the proportion of the working age population in the region who were below the federal poverty line in 1999 was between 4 to 14 percent. This group is more likely to be transit dependent to reach work and training opportunities. In Table G the correlation between vehicle ownership/availability and income is clear, with between 11.5 to 23% of households whose income is below $25,000 per year not having a personal vehicle available to them, compared with only 1.5 to 7.5% of households with an income higher than $25,000 per year. In total, more than 113,000 households do not have a vehicle available to get to necessary destinations such as work, grocery shopping, medical appointments, etc.

Poverty is an issue throughout the SACOG region. Many think of the urban areas of the region as having the highest levels of poverty as in Map 6 in the Appendix. When a slightly larger proportion of the population is taken into account, as in Map 7, 40% or more of the areas affected by poverty are in the suburban and rural areas of the region. This illustrates that the need for access to reliable, affordable and relatively convenient public transportation throughout the SACOG region. As the federal poverty line is seen by many as extremely low, the above maps may understate those with difficulty affording transportation services.

Even assuming disability rates remain constant, sheer population growth, especially among senior age cohorts, suggests a significant increase in the population eligible for demand-responsive services. In 2000, approximately 16% of the total regional population qualified, and since most local demand-responsive systems serve seniors over a specified age regardless of disability, by 2030 that percentage is likely to increase even more.

Consideration needs to be given to how to identify and target seniors, lower income persons and persons with disabilities who have the fewest resources for transportation support. More data will also be needed to project the need for ADA/special transportation services for those with severe disabilities among working-age and senior populations.

Common Destinations

The following are common destinations identified by stakeholders across the region:

Medical Services

- Kaiser Permanente facilities: in Folsom, Sacramento (Morse Ave., Point West, South Sacramento), Roseville (Riverside, Eureka Rd., Park Lane Pharmacy), eventually Lincoln
- UCD Medical Center in Sacramento
- Mercy medical facilities in Folsom and Sacramento
- Mather Veterans Administration hospital
- County health clinics
- County/outpatient mental health clinics
- Other local hospitals and clinics (e.g., Auburn Faith, Dewitt Clinic, Woodland Memorial, MedClinics, urgent care clinics)
- Medical complexes/doctor's offices surrounding hospitals
- Dialysis centers
- Specialized services like wheelchair repair centers in Sacramento and Roseville
- Adult day health care

Education/Employment

- Services/centers for people with various disabilities – e.g. programs for blind/visually impaired, deaf/hearing impaired, those with developmental disabilities, independent living programs, disability training programs, adult day programs

- One-stop centers
- CalWORKS
- Employment Development Department
- Department of Rehabilitation
- Adult education programs
- Colleges and universities
- Access to school buses

Government Services

- Federal, state, county offices
- Social Security offices
- Public libraries
- Legal services
- County Social Services
- Post Office

Shopping/Errands

- Grocery stores
- Pharmacies
- Big box stores like K-Mart, Wal-Mart, Target, Home Depot
- Downtown areas
- Shopping malls – traditional and outlets
- Banks
- Pet stores/veterinary clinics

Social/Recreational Opportunities

- Senior centers
- Religious congregations
- Movie and other theaters
- Gyms/athletic clubs
- Community pools
- Community centers
- Sports arenas
- Nature centers/lakes/rivers
- Fairs and special community events

Connections for Longer Distance Travel

- Sacramento International Airport
- Amtrak Station
- Greyhound bus stations

UNMET NEEDS AND GAPS

Stakeholders have identified a variety of gaps and issues with existing transportation services that limit mobility on the part of seniors, persons with disabilities, and those with low incomes.

Non-Emergency Medical Transportation

Reaching medical appointments was considered one of the greatest unmet needs for those who must rely on public transit or demand-responsive services. Issues identified with existing transportation services include:

- Those needing to reach medical facilities in another city or county can encounter difficulties trying to cross geographic boundaries, especially where eligibility requirements differ.
- Most demand-responsive services require advance reservations, making it difficult to reach a doctor for a same-day appointment because of an illness or emergency.
- It is hard to predict how long a medical appointment will last, so it is difficult to schedule a timely pick-up.
- Waits for pick-up can be long and generally difficult for someone in ill health.
- Transit agency demand-responsive programs, which are all curb-to-curb, require clients to wait outside for a pick-up, and if they are late it can be a particular hardship for someone who is frail or ill, especially in hot, cold, or wet weather.
- Some people are too frail to utilize curb-to-curb service, and require greater assistance to and from the vehicle.
- Seniors with dementia can be too confused to successfully reach an appointment without escort
- Van transportation itself can exacerbate certain medical conditions.
- Demand for demand-responsive services especially by dialysis clients keeps growing, decreasing capacity for other users.
- Schedules are not always coordinated between agencies on route connections to reach medical centers.

Odyssey undertook a study to examine connections between communities to major medical facilities and key destinations in Sacramento County.

For those able to access the initial route in their home community, in some cases intercity travel options are very good, with agencies providing direct service without transfers or waiting. These included: both Auburn and Lincoln to the Roseville Galleria, Lincoln to Roseville Kaiser, and El Dorado to Folsom Kaiser and Folsom Lake College.

Unfortunately, many other trips are not easy for transit-dependent patients, requiring long trips, significant wait times and multiple transfers. For example, consulting transit agency websites for current routes and schedules:

- For someone trying to reach Kaiser Roseville from Auburn, the trip requires 3 hours and 5 transfers.
- Elk Grove to Kaiser South takes 1.5 hours and 2 transfers, with most of the trip time spent waiting to transfer.
- Yuba City to Kaiser Morse takes up to 2.5 hours and 2 transfers, with half the time spent waiting for transfers.
- Outside of Tuesdays and Thursdays when SAC-MED is available, depending on the time of day, traveling from El Dorado to Mercy Folsom can take up to 1.75 hours and one transfer, with an hour wait for the transfer.
- Davis to Kaiser South takes 3.25 hours and two transfers, with almost half of the time spent waiting.
- Auburn to Pride Industries is an extremely difficult trip on public transit – routing can take up to 10 hours and three transfers.

These findings bear out the difficulties reported by stakeholders with travel across city/county boundaries, even to key destinations.

Demand-Responsive Service

Concerns extended to demand-responsive service generally. Stakeholders identified the following as issues with Paratransit/Dial-a-Ride systems region wide that inhibit mobility:

- Requirements for advance scheduling
- Insufficient service in terms of hours, capacity, and geographic areas served
- Long waits for pick-ups
- Difficulty of intercity connections
- Curb-to-curb service that is insufficient for those who need additional help to/from the vehicle or to carry packages.

Fixed-Route Transit

For seniors, persons with disabilities, and low-income families who can or do use fixed-route transit, besides the concerns raised above, stakeholders across the region also identified these issues:

- Insufficient service, especially midday, evenings, weekends, holidays, and in more rural areas
- Lack of fixed-route transit near where people live and serving their destinations
- Ride times that are long, especially if there is a need to transfer
- Bus stops that are far from destinations and/or have poor physical access
- Cost, especially with fare increases and transfers
- Drivers not following rules and training concerning riders who are seniors or have disabilities
- Insufficient transit information reaching the public.

- Lack of system integration across the geographic boundaries of providers, resulting in poor timing and schedule coordination, difficulty for riders to connect for intercity travel, and/or requiring multiple transfers.

Map 8 developed by SACOG shows current transit routes overlaid on areas in Sacramento County that are more heavily populated by families receiving CalWORKS assistance. Certain locations in the southern and northern portions of the county and the area closer to Citrus Heights appear to have sections that are less well served by transit, despite the concentration of lower income families. This kind of mapping can be a useful tool for identifying and planning transit services for areas that are potentially underserved.

County Issues

County-specific issues were also identified through stakeholder interviews, workshops and unmet needs hearings, as listed below:

El Dorado County

- Many people live outside the Dial-a-Ride boundary and so do not qualify for service.
- Taxi service is expensive.
- There are no supplementary volunteer programs
- Dial-a-Ride subscription service is full with a waiting list, making it hard for working people to rely on the service as it is first-come, first-served for those without a subscription.

Placer County

- Intercity travel is difficult from Auburn, Lincoln and other outlying towns to Roseville for jobs, shopping, programs such as PRIDE, and medical services, and across county lines to destinations in Sacramento County.
- Small print size is difficult to read in transit information
- There are limits on shopping bags/packages
- Sun City senior communities in Roseville or Lincoln do not provide transportation services for residents who, as they age, are no longer able to drive, relying instead on resident volunteers. Most volunteer-provided services cannot transport people who use wheelchairs because of issues with disabled users' limited ability to transfer from a wheelchair to a vehicle.
- Clients with similar profiles may or may not qualify for transportation services because of eligibility requirements.
- Some contracting agencies don't permit CTSA to carry other programs' clients even when going to the same destination.
- Placer County Transit schedules do not necessarily coordinate with the light rail schedule at Watt/I-80.

Sacramento County

- Transfers are sometimes across the street and/or very tight, and if a bus is missed there can be a long wait for the next one given infrequent schedules.
- Riders may not know to ask drivers to communicate when there is a potential to miss a key transfer.
- Seniors have fears of getting lost, of safety at transit stops, and of using transit at hours when many teenagers are present.
- Bus drivers are unable to enforce priority seating for elderly and disabled persons.
- Incorrect information is sometimes provided by customer service agents.
- There is a lack of notice about stop location changes, route diversions, closures, road construction barriers, and the like.
- There is no braille signage at bus stops for the blind/visually impaired.
- No system or Transportation Management Association is available to help organize accessible taxi services or shuttles in neighborhoods.
- Individuals are sometimes denied a ride on Paratransit due to lack of next-day or same-day space.
- Light rail to/from Folsom does not run late enough to accommodate nontraditional work shifts or college students taking evening classes in Folsom or Sacramento.

Yolo County

- There is a lack of mobility training for passengers who could be encouraged to use fixed route buses instead of demand-responsive service.
- Dial-a-Ride vehicles are insufficient at peak travel times;
- There is inadequate gap service for wheelchair users and in smaller communities, especially for emergencies and unplanned situations.
- Need more accessible taxies.
- Insufficient service is available for low-income residents of the Yolo housing authority development in Winters to reach employment within and outside Yolo County.
- Drivers not always communicating sufficiently with blind/visually impaired clients that have arrived or that bus is full.

Yuba and Sutter Counties

- There is no fixed-route service on Sundays or holidays
- Buses still have steep steps that can be hard to climb.
- There is insufficient information and training on using the transit system.
- There are some who live outside the Dial-a-Ride boundary in Sutter County and so do not qualify for service.
- Medi-Car runs limited hours and has a large back-log/waiting list for medical appointments.
- It can cost $40-50 to use taxi service.

Chapter 4: Strategies and/or activities to address identified gaps and achieve efficiencies in service delivery

Coordination

Regionally, SACOG administers the 511 system (www.sacregion511.org) a clearinghouse for transportation information in the six county SACOG region. The 511 website and phone system allow users to get information on transportation within the region, as well as travel information from the adjoining regions (San Francisco Bay Area etc.). The region is also in the process of implementing an automated transit trip planning system that will allow users to plan trips and receive itineraries, from short neighborhood trips to long regional trips from county to county.

The SACOG regional transit operators coordinate their services in a variety of ways. A majority of the fixed route transit providers operate inter-jurisdictional trips for commute purposes, as well as for everyday travel needs of their customers. Some of the region's operators have multiple-agency dispatching and scheduling for demand responsive services. Some of the transit providers also share their maintenance facilities with other smaller, not-for-profit and special needs transportation providers.

The SACOG Transit Coordinating Committee (TCC) brings together area transit operators to coordinate their operations, capital and maintenance functions. The TCC coordinates transit studies and systems on a regional basis, disseminates federal, state and local transit information, reviews and comments on the MTP and the MTIP, gives input into SACOG's Overall Work Program, and provides a forum for the region's transit operators to discuss transit plans and issues. TCC members come together each year to program funds for their systems' operations and maintenance needs, as well as for capital bus replacement and expansion.

Current and Future Efforts to Improve Coordination

The Sacramento Regional Transit District, in partnership with SACOG and the region's other fixed route transit operators, is implementing an automated trip planning (ATP) system. The ATP will allow transit riders to plan regional trips using multiple operators. The itinerary provided by the ATP includes approximate walking distances, transit travel times, and fares. Eventually, the ATP will be linked to the Sacramento Region 511 traveler information system that SACOG administers.

One of the main issues that stakeholders conveyed was the difficulty in making cross-jurisdictional trips. Many of these trips were for medical appointments. The Placer County Transportation Planning Agency has initiated a study on coordination and/or consolidation of the various demand-responsive services offered in Placer County, as a majority of the transit operators now provide some form of demand-responsive transit service of their own and a CTSA operates there as well.

SACOG is also currently conducting a Universal Fare Card Study to determine the feasibility of a universal transit fare instrument for the transit operators within the greater Sacramento metropolitan region. This study will determine the extent to which new technology in electronic fare collection, such as smart cards, could be used to create a seamless, integrated regional transit network to facilitate multi-jurisdictional transit trips.

Additionally, SACOG is planning to conduct a Regional Transit Operators Integration Study that will provide the first phase in the development of an improved integration of the region's transit services. The Study process will facilitate the development of improved inter-operator transfer agreements to improve the accessibility and customer friendliness of the region's transit systems.

SACOG is also working to identify environmental justice issues throughout the region. These issues include lack of transit services to certain areas where populations of lower income persons are high, as well as transit challenges faced by seniors who live in suburban 'senior communities' that have limited or no access to public transportation. SACOG is bringing together representative stakeholders to give their input on environmental justice related transportation problems that they and those in their communities face.

SACOG sees Public Transit and Human Services Transportation Coordination as an on-going process, to be considered on a regular basis. In order to continue to make Public Transit and Human Services Transportation Coordination a priority, it will also be recommended to the SACOG Board of Directors that a Regional Human Services Transportation Council be formed. This Council would have a similar make-up to the existing Social Service Transportation Advisory Councils (SSTAC) that advise the SACOG board on the state-required Unmet Transit Needs process. The SSTACs are made up of potential transit users who are 60 years of age or older; physically disabled; social service providers for seniors, including a transportation provider; a social service provider for persons of limited means; and representatives of the CTSA (Consolidated Transportation Services Agency), including a transit operator(s). This Regional Human Services Transportation Council would advise SACOG staff on what matters should be focused on regionally in regards to Public Transit and Human Services Transportation Coordination.

Recommendations for Additional Coordination Efforts and Improvements

Many recommendations emerged from the interviews, public workshops, and the Senior and Disabled Mobility Study Technical Advisory Committee. Recommendations follow particularly for efforts to improve coordination and community partnerships, and for low-cost efforts by transit agencies, human service transportation providers, local governments, community-based organizations, and other to improve mobility for seniors and persons with disabilities and/or low-incomes.

Planning and Funding

1. Work with SACOG on funding resources to expand the availability of fixed-route, demand-responsive and shuttle services.

2. Incorporate issues and recommendations raised in this Plan and SACOG's Senior and Disabled Mobility Study into local transit operator studies, such as Short-Range Transit Plans.

3. Coordinate with SACOG and the county human services departments on mapping that overlays current transit routes with concentrations of CalWORKS recipients, and review transit routes and frequencies of service in those areas for service revisions/expansions to better meet local needs

Fixed-Route Transit Connections and Service

4. Review and consider schedule revisions to improve fixed-route connections across geographic boundaries to key destinations, such as major medical facilities. Transit agencies can build on information developed by Odyssey on the connections between providers to key destinations.

5. Develop a process by which transit agencies routinely provide notice to other transit providers in the region of service cuts, revisions, route changes or expansions under consideration, so that impacts on intercity connections can be considered up front in the planning process on the part of all affected agencies.

6. Seek funding support for local shuttle services from retailers and medical providers, in partnership with transit agencies and/or social service providers. Work with large medical facilities, dialysis clinics, local governments, transportation management associations, and/or community-based organizations on public/private partnerships to provide transportation services to medical appointments and/or major retail centers. Work with businesses to provide discounts/incentives to use public transit.

Transit Stops

7. Develop community partnerships to implement safety improvements at key bus stops and light rail stations. Sacramento Regional Transit has already begun working with city/county law enforcement, the business community, educational institutions and others on light rail station safety improvements. Continue and expand such efforts.

8. Work with local governments to increase crossing times at key intersections using federal guidelines for the pace of older and disabled persons, and improve intersections and sidewalks for safe travel to and from key transit stops. Work with local governments and property owners/managers on accessible paths of travel through large parking lots at key destinations.

9. Develop volunteer bus stop audit teams composed largely of seniors and/or persons with disabilities to audit conditions at stops and stations. Develop an Adopt-a-Stop or bus stop enhancement program to encourage private and nonprofit organizations to help maintain and beautify bus stops and add amenities.

Demand-Responsive Service

10. Seek funding to offer more door-to-door assistance.

11. Improve coordination between demand-responsive service providers, and seamlessness of the system for the user, regardless of which program a client is eligible for, e.g., a one-stop application form or call-in system even if the user is being served by multiple carriers.

12. Review opportunities with other demand-responsive and nonprofit providers to utilize existing vehicles for multiple program clients, possibly with assistance from SACOG's Social Services Transportation Advisory Committee. The State's Mobility Action Program will also be looking at program and funding requirements that limit transportation systems' efficient use of vehicles in serving clients across different programs.

13. Work with facilities and local governments to obtain priority parking for Dial-a-Ride vehicles at common destinations.

14. Work with hospitals and clinics to offer on-site escort services for patients using curb-to-curb transportation services but needing more assistance to reach doctor's offices.

Information and Training

15. Improve passenger notice on changes to routes, stops, construction delays, Dial-a-Ride pick-up changes, etc.

16. Increase and reinforce driver training concerning rules and practices for transporting seniors and persons with various forms of disability.

17. Educate more people about the complex issues around aging and mobility. Better publicize the effects of housing choices on senior and disabled mobility, and the public and personal costs of individual choices to locate away from transportation and other services. Develop partnerships with Realtors®, visitors' bureaus, and other sources of information for those seeking housing in an area to help inform potential senior buyers and renters and their families of transportation and other services that are or are not available in the area, to encourage more informed choices.

18. Increase outreach and education on alternatives to driving and availability of mobility training programs. Increase publicity on public transit services. Improve the

readability of transit schedules, including producing large print versions. Publicize the availability of ride-sharing and matching programs.

19. Establish mobility training programs in all jurisdictions to make transit and alternatives to driving more accessible and user-friendly to seniors and persons with disabilities, including those who may never have utilized it before. Develop transit ambassador/buddy programs to provide personal assistance to seniors and persons with disabilities who are learning to use fixed-route transit.

20. Partner with blindness organizations to expand and promote cane travel training for people who are blind/visually impaired in independent mobility and how to access fixed-route transit.

Local Government Policies

21. Work with local governments on policies requiring developers to pay for bus shelters and transit stop amenities.

22. Work with local governments to require developers of "active" senior communities to provide transportation or to contribute funds to mitigate the costs of local transportation services that will be needed as residents age, through development agreements, developer fees, or other mechanisms.

New Programs

23. Collaborate on a program of "transit scrip" to enable seniors and low-income persons with disabilities to reach fixed-route transit services via a connection by taxi, volunteer driver, or community organization. Work with CBOs to become scrip recipients for services and/or distribution mechanisms to populations needing the most financial assistance for transportation connections.

24. Catalyze shared driver cooperatives, in which a full-time driver provides service to a regular group of seniors and/or persons with disabilities who share the monthly cost of the driver and receive personalized transportation service when desired.

25. Increase availability of regulated, accessible, subsidized local and intercity taxi services (Yolo, Placer, Sacramento)

26. Establish a community-coordinated volunteer driver program (El Dorado)

The following are also specific strategies and activities, sorted by cost, that were recommended in each county to improve mobility for low-income populations, seniors and those with disabilities.

El Dorado County

Lower Cost Strategies/Activities

- Strengthen design review to enable better transit access in new developments.
- Offer increased information on transit options
- Provide assistance with climbing bus stairs if "kneeling" buses are not physically feasible for certain areas.
- Provide more mobility training on using fixed route transit and alternatives to driving.

Higher-cost options

- Improve pedestrian crossings, especially near Prospector Plaza and at Highway 50 and Spring Street.
- Provide community shuttles to connect riders to bus stops on fixed routes
- Develop a community-coordinated volunteer program to fill transportation gaps
- Expand demand-responsive service
- Expand the Senior Center Shuttle's service area.

Placer County

Lower Cost Strategies/Activities

- Improve coordination of local fixed-route services
- Improve transit stops
- Improve Dial-a-Ride dispatching to insure correct and timely pick-ups at home and destinations.
- Increase driver sensitivity training.
- Make more available information on alternatives to driving through the DMV, community locations and the media.

Higher-cost options

- Develop more shuttle services: within shopping centers, to medical centers and other key services, and to special/community events from senior residences.
- Increase door-to-door assistance.
- Increase availability of accessible, subsidized, local and intercity taxi services.

Sacramento County

Lower Cost Strategies/Activities

- Include greater emphasis on universal design and transit-oriented development in city and county planning processes.
- Require any project listed in the Metropolitan Transportation Plan to demonstrate that the project will work for all possible users.

- Develop guidelines and funding criteria that support better design for high speed roads and pedestrian and bicycle access, including such items as resting places en route to bus stops.
- Increase public participation through greater public outreach and information on transportation and planning meetings, including those of SACOG.
- Form a SACOG ADA committee to insure senior and disabled concerns are heard and incorporated.
- Increase sensitivity and ADA communication, training, supervision, and accountability for drivers and customer service staff.
- Develop customer appreciation systems to recognize good drivers.
- Provide more management support for drivers to remove problem riders.

Higher cost options

- Increase funding for transit.
- Focus transit funds on more frequent midday, evening, weekend, and Neighborhood Ride service.
- Improve bus stop amenities such as shelters and benches
- Increase low-floor buses
- Undertake upgrades to wheelchair restraints
- Expand usage of real-time transit information technology.
- Provide incentive pay to recognize good drivers.
- Undertake safety improvements at bus stops and on buses, especially downtown, including improved lighting and visibility at stops.
- Offer smaller vehicle and jitney services.
- Expand demand-responsive and community/volunteer transportation programs.
- Offer more taxis that are regulated, insured, supervised, offer a variety of passenger payment options and accessible vehicles, and include discounts/sliding scales/subsidies for low-income seniors/persons with disabilities.
- Look at distance-based pricing.
- Look at priority for rides based on medical need.

Yolo County

Lower Cost Strategies/Activities

- Enforce driver stop announcements.
- Provide sensitivity training for all drivers on smooth driving of large buses or Dial-a-Ride vehicles, and including simulations to understand varied impairments.
- Develop a centralized list, managed by a transportation broker or coordinator, of groups or agencies with accessible vehicles who could transport disabled persons during unplanned situations, such as an illness at work or a vehicle break-down.
- Provide more information and training on using alternatives to driving, including transit buddies.

Higher-cost options

- Increase bus service, including nights and weekends
- Develop supplemental, subsidized, accessible (ramp-equipped) taxi service.
- Expand demand-responsive service hours and wheelchair space.
- Provide greater same-day flexibility for adding riders seeking destinations similar to those with advance reservations.
- Develop shuttles to high-demand destinations

Yuba and Sutter Counties

Lower Cost Strategies/Activities

- Provide more complete travel planning information.
- Provide more mobility training.

Higher-cost options

- Provide more frequent and Sunday bus service.
- Provide shuttles to key shopping and service locations.
- Develop a local volunteer driving program.

Conclusion

SACOG has produced this Public Transit and Human Services Transportation Coordinated Plan to provide data, information and recommendations that SACOG, local governments, service providers, community-based organizations and leaders, advocates, and community residents can use to begin to address the needs for mobility and transportation options among the Region's population of seniors, those with low incomes, and with mobility-impairing disabilities.

Through the Coordinated Plan, SACOG has identified a significant need to address mobility issues for seniors, persons with disabilities and those with lower incomes in the Sacramento Region and many possible strategies for doing so. Some of these solutions are simple and inexpensive, some are more costly, and some require significant coordination and funding to implement.

In the future, SACOG will be encouraging next steps by stakeholders throughout the Region in prioritizing, planning, and seeking to implement appropriate solutions in each county throughout the region. As a first step, SACOG is organizing a Regional Human Services Transportation Council that will bring together stakeholders, transit providers, human services agencies and other decision-makers from throughout the six counties to review the Coordination Plan.

SACOG produced this Plan to fulfill the requirements of SAFETEA-LU, but also to focus increased attention on the Region's increasing populations of seniors and persons with disabilities, as well as the population of people with low incomes, and on the growing demand for transportation programs and services. SACOG expects that this Coordinated Plan and future updates will support the partnerships needed to begin planning strategies now to facilitate regional mobility over the years to come.

Appendices

Appendix A – Potential Funding Sources

INVENTORY OF FEDERAL PROGRAMS THAT PROVIDE TRANSPORTATION SERVICES TO THE TRANSPORTATION-DISADVANTAGED

Program	Popular title of authorizing legislation	U.S. Code provisions authorizing funds for transportation	Typical uses as reported by program officials	Types of trips as reported by program officials	Target population as defined by program officials '
Department of Agriculture, Food and Nutrition Service					
Food Stamp Employment and Training Program	Food Stamp Act of 1977, *as* amended	7 U.S.C. § 2015(d)(4)(I)(i)(I)	Reimburse-ment or advanced payment for gasoline expenses or 13M fare	To access education, training, employment services, and employment placements	Low-income persons between the ages of 16 and 59
Department of Education, Office of Elementary and Secondary Education					
21st-Century Community Learning Centers	No Child Left Behind Act of 2001	20 U.S.C. § 7173(a)(10)	Contract for service	To access educational services	Students from low-income families
Department of Education, Office of Innovation and Improvement					
Voluntary Public School Choice	No Child Left Behind Act of 2001	20 U.S.C. § 7225a(a)	Contract for services, purchase and operate vehicles, hire bus drivers and transportation directors, purchase bus passes, redesign transportation plans including new routing systems, offer professional development for bus drivers	To access educational services and programs	Students from Underperform-ing schools who choose to transfer to higher performing schools
Department of Education Office of Special Education and Rehabilitative Services					
Assistance for Education of All Children with Disabilities	Individuals with Disabilities Education Act	20 U.S.C. §§ 1401(3)(22), 1411(a)(1)	Purchase and operate vehicles, contract for service	To access educational services	Children with disabilities
Centers for Independent Living	Workforce Investment Act of 1998	29 U.S.C. §§. 7961-4(b)(3) and 705(18)(xi)	Referral, assistance, and training in the use of public transportation	To access program services	Persons with a significant disability
Independent Living Services for Older Individuals Who Are Blind	Workforce Investment Act of 1998	29 U.S.C. § 796k(e)(5)	Referral, *assistance,* and training in the use of public transportation	To access program services, for general trips	Persons aged 55 or older who have significant visual impairment

INVENTORY OF FEDERAL PROGRAMS THAT PROVIDE TRANSPORTATION SERVICES TO TI IE TRANSPORTATION-DISADVANTAGED (CONTINUED)

Program	Popular title of authorizing legislation	U.S. Code provisions authorizing funds *for* transportation	Typical uses as reported by program officials	Types of trips as reported by program officials	Target population as defined by program officials '
Independent Living Stare Grants	Workforce Investment Act of 1998	29 U.S.C. 55 796e-2(1) and 705(18)(xi)	Referral, assistance, and training in the use of public transportation	To access program services, employment opportunities	Persons with a significant disability
Supported Employment Services for Individuals with Most Significant Disabilities	Workforce Investment Act of 1998	29 U.S.C, 55 795g and 705(36)	Transit subsidies for public and private transportation (e.g. bus, taxi, and paratransit), training in the use of public transportation	To access employment placements, employment services, and vocational rehabilitation services	Persons with most significant disabilities
Vocational Rehabilitation Grants	Rehabilitation Act of 1973, as amended	29 U.S.C. § 723(a)(8)	Transit subsidies for public and private transportation (e.g. bus, taxi, and paratransit), training in the use of public transportation	To access employment placements, employment services, and vocational rehabilitation services	Persons with physical or mental impairment~
Department of Health and Human Services, Administration for Children and Families					
Child Care and Development Fund	Child Care and Development Block Grant Act of 1990, as amended	42 U.S.C. 5 9858'	States rarely use CCDF funds for transportation and only under very restricted *circum*stances	To access child care services	Children from low-income families
Community Services Block Grant Programs	Community Opportunities, Accountability, Training, and Educational Services Act of 1998	42 U.S.C. 5 9904	Taxi vouchers, bus tokens	General trips	Low-income persons
Developmental Disabilities Projects of National Significance	Developmental Disabilities Assistance and Bill of Rights Act of 2000	42 U.S.C. 55 15002, 15081 (2)(D)	Transportation information, feasibility studies, planning	General trips	Persons with developmental disabilities

INVENTORY OF FEDERAL. PROGRAMS THAT PROVIDE TRANSPORTATION SERVICES TO THE TRANSPORTATION-DISADVANTAGED (CONTINUED)

Program	Popular title of authorizing legislation	U.S. Code provisions authorizing funds for transportation	Typical uses as reported by program officials	Types of trips as reported by program officials	Target population *as* defined by program officials '
Head Start	Augustus F. Hawkins Human Services Reauthorization Act of 1990	42 USCA § 9835(a) (3) (C) (ii)	Purchase and operate vehicles, contract with transportation providers, coordinate with local education agencies	To access educational services	Children from low-income families
Refugee and Entrant Assistance Discretionary Grants	Refugee Act of 1980, as amended	8 U.S.C. §§ 1522(b)(7)(D), 1522(c)	Bus passes	To access employment and educational services	Refugees
Refugee and Entrant Assistance State Administered Programs	Refugee Act of 1980, *as* amended	8 U.S.C. §§ 1522(b)(7)(D), 1522(c)	Bus passes	To access employment and educational services	Refugees
Refugee and Entrant Assistance Targeted Assistance	Refugee Act of 1980, as amended	8 U.S.C. §§ 1522(b)(7)(D), 1 522(c)	Bus passes	To access employment and educational services	Refugees
Refugee and Entrant Assistance Voluntary Agency Programs	Refugee Act of 1980, as amended	8 U.S.C. §§ 1522(b)(7)(D), 1522(c)	Bus passes	To access employment and educational services	Refugees
Social Services Block Grants	Social Security Act, as amended	42 U.S.C. § 1397a(a)(2)(A)	Any Transportation related use	To access medical or social services	States determine what categories of families and children

INVENTORY OF FEDERAL PROGRAMS THAT PROVIDE TRANSPORTATION SERVICES TO THE TRANSPORTATION-DISADVANTAGED (CONTINUED)

Program	Popular tide of authorizing legislation	U.S. Code provisions authorizing funds for transportation	Typical uses as reported by program officials	Types of trips as reported by program officials	Target population *as* defined by program officials '
State Councils on Developmental Disabilities and Protection and Advocacy Systems	Developmental Disabilities Assistance and Bill of Rights Act of 2000	42 U.S.C. §§ 15002, 15025	State Councils provide small grants and contracts to local organizations to establish transportation projects or collaborate in improving transportation for people with disabilities; Protection and Advocacy Systems ensure that people with disabilities have access to public transportation as required by law	All or general trips	Persons with developmental disabilities and family members
Temporary Assistance for Needy Families	Personal Responsibility and Work Opportunity Reconciliation Act of 1996, as amended	42 U.S.C. § 604(a), (k)	Any use that is reasonably calculated to accomplish a purpose of the TANF program and the allowable marching portion of JARC grants	General trips	No assistance is provided to families without a minor child, but states determine specific eligibility
Department of Health and Human Services, Administration on Aging					
Grants for Supportive Services and Senior Centers	Older Americans Act of 1965, as amended	42 U.S.C. § 3030d (a)(2)	Contract for services	To access program services, medical, and for general trips	Program is targeted to persons aged 60 or over
Program for American Indian, Alaskan Native, and Native Hawaiian Elders	Older Americans Act of 1965, *as* amended	42 U.S.0 §§ 3057, 3030(1(0(2)	Purchase and operate vehicles	To access program services, medical, and for general trips	Program is for American Indian, Alaskan Native, and Native Hawaiian elders

INVENTORY OF FEDERAL PROGRAMS THAT PROVIDE TRANSPORTATION SERVICES TO THE TRANSPORTATION–DISADVANTAGED (CONTINUED)

Program	Popular tide of authorizing legislation	U.S. Code provisions authorizing funds for transportation	Typical uses as reported by program officials	Types of trips as reported by program officials	Target population as defined by program officials '
Department of Health and Human Services, Centers for Medicare & Medicaid Services					
Medicaid	Social Security Act, as amended	42 U.S.C. §§ 1396a, I 396n (e)(1) (A)	Bus tokens, subway passes, brokerage services	To access health care services	Recipients are generally low income persons, but states determine specific eligibility
State Children's Health Insurance Program	Medicare, Medicaid. and SCHIP Benefits Improvement and Protection Act of 2000	42 U.S.C. §§ 1397jj(a)(26), (27)	Any Transportation related use	To access health care services	Beneficiaries are primarily children from low-income families, but states determine eligibility
Department of Health and Human Services, Health Resources and Services Administration					
Community Health Centers	Public Health Service Act, as amended	42 U.S.C. § 254b(b)(1)(A) (iv)	Bus tokens, vouchers, transportation coordinators, and drivers	To access health care services	Medically underserved populations
Healthy Communities Access Program	Public Health Service Act, as amended	42 U.S.C. § 256(e)(1)(B)(iii)	Improve coordination o f transportation	To access health care services	Uninsured or underinsured populations
Healthy Start Initiative	Public Health Service Act, as amended	42 U.S.C. § 254c-8(e)(1)	Bus tokens, taxi vouchers, reimbursement for use of own vehicle	To access health care services	Residents of areas with significant perinatal health disparities
HIV Care Formula Grants	Ryan White Comprehensive AIDS Resources Emergency Act of 1990	42 U.S.C. §§ 300ff-21(a), 23(a)(2)(B)	Bus passes, tokens, taxis, vanpools, vehicle purchase by providers, mileage reimbursement	To access health care services	Persons with HIV or AIDS
Maternal and Child Services Grants	Social Security Act, as amended	42 U.S.C. §, 701(a)(1)(A)	Any Transportation related use	To access health care services	Mothers, infants and children, particularly from low income families

INVENTORY OF FEDERAL PROGRAMS THAT PROVIDE. TRANSPORTATION SERVICES TO THE TRANSPORTATION-DISADVANTAGED (CONTINUED)

Program	Popular title of authorizing legislation	U.S. Code provisions authorizing funds for transportation	Typical uses *as* reported by program officials	Types of trips as reported by program officials	Target population as defined by program officials "
Rural Health Care, Rural Health Network, and Small Health Care Provider Programs	Health Centers Consolidation Act of 1996	42 U.S.C. § 254c	Purchase vehicles, bus passes	To access health care services	Medically undeserved populations in rural areas
Department of Health and Human Services, Substance Abuse and Mental Health Services Administration					
Community Mental Health Services Block Grant	ADAMHA Reorganization Act, as amended	42 U.S.C. § 300x-1(b)(I)	Any Transportation related use	To access program services	Adults with mental illness and children with emotional disturbance
Substance Abuse Prevention and Treatment Block Grant	ADAMHA Reorganization Act, as amended	42 U.S.C. § 300x-32(b)	Any Transportation related use	To access program services	Persons with a substance related disorder and/or recovering from substance related disorder
Department of Housing and Urban Development, Office of Community Planning and Development					
Community Development Block Grant	I lousing and Community Development Act of 1974	42 U.S.C. §1 5305(a)(8)	Purchase and operate vehicles	General trips	Program must serve a majority of low income persons
Housing Opportunities for Persons with AIDS	AIDS Housing Opportunity Act	42 U.S.C. § 12907(a)(3)	Contract for services	To access health care and other services	Low-income persons with HIV or AIDS and their families
Supportive Housing Program	McKinney-Vento Homeless Assistance Act of 1987, *as* amended	42 U.S.C. § 11385	Bus tokens, taxi vouchers, purchase and operate vehicles	To access supportive services	Homeless persons and families with children
Department of Housing and Urban Development, Office of Public and Indian Housing					
Revitalization of Severely Distressed Public Housing	Housing and Community Development Act of 1992, *as* amended	42 U.S.C. 4 1437v(l)(3)	Bus tokens, taxi vouchers, services	Trips related to employment or obtaining necessary supportive services	Residents of the severely distressed housing and residents of the revitalized units

INVENTORY OF FEDERAL PROGRAMS THAT PROVIDE TRANSPORTATION SERVICES TO THE TRANSPORTATION-DISADVANTAGED (CONTINUED)

Program	Popular title of authorizing legislation	U.S. Code provisions authorizing funds for transportation	Typical uses *as* reported by program officials	Types of trips as reported by program officials	Target population as defined by program officials '
Department of the Interior, Bureau of Indian Affairs					
Indian Employment Assistance	Adult Indian Vocational Training Act, as amended	25 U.S.C. 5 309	Gas vouchers	To access training	Native American persons between the ages of 18 and 35
Indian Employment, Training and Related Services'	Indian Employment, Training and Related Services Demonstration Act of 1992	25 U.S.C. 5 3401	Gas vouchers	Employment related	Low-income Native American persons
Department of Labor, Employment and Training Administration					
Job Corps	Workforce Investment Act of 1998	29 U.S.C. 55 2888(a)(1), 2890	Bus tickets	To access Job Corps sites and employment services	Low-income youth
Migrant and Seasonal Farmworker	Workforce Investment Act of 1998	29 U.S.C. 55 2801(46), 2912(d)	Mileage reimbursement	To access employment placements or intensive and training services	Low-income persons and their dependents who arc primarily employed in agricultural labor that *is* seasonal or migratory
Native American Employment and Training	Workforce Investment Act of 1998	29 U.S.C. 5 2911(d) (2)	Bus tokens, transit passes, use of tribal vehicles and grantee staff vehicles, mileage reimbursement for participants operating "car poor *services*	To access employment placements, employment services	Unemployed American Indians and other persons of Native American descent
Senior Community Service Employment Program	Older Americans Act 0E1965	42 U.S.C. § 3056(c)(6)(A) (iv)	Mileage reimbursement, reimbursement for travel costs, and payment for cost of transportation	To access employment placements	Low-income persons aged 55 or over

INVENTORY OF FEDERAL PROGRAMS THAT PROVIDE TRANSPORTATION SERVICES TO THE TRANSPORTATION-DISADVANTAGED (CONTINUED)

Program	Popular title of authorizing legislation	U.S. Code provisions authorizing funds for transportation	Typical *uses as* reported by program officials	Types of trips as reported by program officials	Target population as defined by program officials '
Workforce Investment Act Youth Activities	Workforce Investment Act of 1998, as amended	29 U.S.C. §§ 2801(46), 2854(a)(4)	Public Transportation	To access training and other support services	Youth with low individual or family income
Youth Opportunity Grants	'Workforce Investment Act of 1998, as amended	29 U.S.C. .§§ 2801(46), 2914(b)	Bus tokens	To access program services	Youth from high poverty areas, empowerment zones, or enterprise zones
Department of Labor, Employment Standards Administration					
Black Lung Benefits Program	Black Lung Benefits Reform Act of 1977	30 U.S.C. § 923	Mileage reimbursement , transit fares, taxi vouchers	To *access* health services	Disabled coal miners
Department of Labor, Veterans Employment and Training Service					
Homeless Veterans' Reintegration Project	Homeless Veterans Comprehensive Assistance Act of 2001	38 USCA §§ 2011, 2021	Bus tokens	To access employment services	Homeless veterans
Veterans' Employment Program	Workforce Investment Act of 1998, as amended	29 U.S.C. §§, 2801(46), 2913	Bus tokens, minor repairs to vehicles	To access employment services	Veterans
Department of Transportation, Federal Transit Administration					
Capital and Training Assistance Program for Over-the-Road Bus Accessibility	Tide 49 Recodification, P.I. 103-272	49 U.S.C. § 5310	To make vehicles wheelchair accessible and training required by ADA	General trips	Persons with disabilities
Capital Assistance Program for Elderly Persons and Persons with Disabilities	Tide 49 Recodification, P.L. 103-272	49 U.S.C. § 5310	Assistance in purchasing vehicles, contract for services	To serve the needs of the elderly and persons with disabilities	Elderly persons and persons with disabilities
Capital Investment Grants	Transportation Equity Act for the 21st Century	49 U.S.C. § 5309	Assistance for bus and bus related capital projects	General trips	Genera! public, although some projects arc for the special needs of elderly persons and persons with disabilities

INVENTORY OF FEDERAL PROGRAMS THAT PROVIDE TRANSPORTATION SERVICES TO THE TRANSPORTATION-DISADVANTAGED (CONTINUED)

Program	Popular title of authorizing legislation	U.S. Code provisions authorizing funds for transportation	Typical *uses as* reported by program officials	Types of trips as reported by program officials	Target population as defined by program officials '
Job Access and Reverse Commute	Transportation Equity Act for the 21st Century	49 U.S.C. § 5309 note	Expand existing public transportation or initiate new service	To access employment and related services	Low income persons, including persons with disabilities
Nonurbanized Area Formula Program	Tide 49 Recodification, P.L. 103-272	49 U.S.C. § 5311	Capital and operating assistance for public transportaion service, including paratransit services, in non urban iced areas	General trips	General public, although paratransit *services* are for the special needs of persons with disabilities
Urbanized Area Formula Program	Title 49 Recodification, P.L. 103-272, as amended	49 U.S.C. § 5307	Capital assistance, and some operating assistance for public transit, including paratransit services, in urbanized areas	General trips	General public, although paratransit services are for the special needs of persons with disabilities

Department of Veterans Affairs, Veterans Health Administration

VA Homeless Providers Grant and Per Diem Program	Homeless Veterans Comprehensive Service Programs Act of 1992	38 U.S.C. § 7721 note	20 vans were purchased under this program	General trips	Homeless veterans
Veterans Medical Care Benefits	Veterans' Benefits Improvements Act of 1994	38 U.S.C. § 111	Mileage reimbursement , contract for service	To access health care services	Veterans with disabilities or low incomes
Automobiles and Adaptive Equipment for Certain Disabled Veterans and Members of the Armed Forces	Disabled Veterans and Servicemen's Automobile Assistance Act of 1970	38 U.S.C. § 3902	Purchase of personal vehicles, modifications of vehicles	General trips	Veterans and service members with disabilities

Appendix D - Placer County Dial-A-Ride Study (Executive Summary)

To Be Inserted when Available

Appendix E - Senior and Disabled Mobility Study TAC Suggested Implementation Priorities

Appendix B - Public Hearing information

APPEAL-DEMOCRAT

1530 Ellis Lake Drive, P.O. Box 431, Marysville, CA 95901
(530) 741-2345

This space is for the County Clerk's filing stamp.

Affidavit of Publication

(2015.5 C.C.P)

STATE OF CALIFORNIA,

Counties of Yuba and Sutter

Sacramento Area Council of Governments

Notice of Public Hearing Regarding Unmet Transit Needs in the Cities of Marysville & Yuba City

I am not a party to, nor interested in the above entitled matter. I am the principal clerk of the printer and publisher of THE APPEAL-DEMOCRAT, a newspaper of general circulation, printed & published in the City of Marysville, County of Yuba, to which Newspaper has been adjudged a newspaper of general circulation by The Superior Court of the County of Yuba, State of California under the date of November 9, 1951, No. 11481, and County of Sutter to which Newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Sutter, State of California under the date of May 17, 1999, Case No. CV PT99-0819 that the notice of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

February 5, 2007

I declare under penalty of perjury
that the foregoing is true and correct.
Executed at Marysville, California

February 5, 2007

Date: _____

Spring Wall
(Signature)

PROOF OF PUBLICATION

NOTICE OF PUBLIC HEARING
REGARDING UNMET TRANSIT NEEDS IN THE
CITIES OF MARYSVILLE AND YUBA CITY

PURPOSE OF THE PUBLIC HEARING:

To obtain public transit needs comments in the cities of Marysville and Yuba City, as well as the counties of Sutter and Yuba.

WHO SHOULD ATTEND:

If you have concerns regarding public transit services for the cities of Marysville and Yuba City and the surrounding areas in Sutter and Yuba Counties, we would like to hear your comments.

WHEN AND WHERE:

Tuesday, March 27, 2007, 6:00 p.m.
Yuba City Council Chambers
1201 Civic Center Boulevard
Yuba City

Thursday, March 8, 2007, 2:00 p.m.
Yuba County Government Center
915 8th Street
Marysville

CONTACT:

For more information call Barbara Bechtold at (916) 340-6275. If you are unable to attend the public hearing, please call or send your comments by April 27, 2007 to:

Barbara Bechtold, Planner
Sacramento Area Council
of Governments
1415 L Street, Suite 300
Sacramento, CA 95814

or email to:
transit_needs@sacog.org

Please be as specific as possible on your comments. Please provide us with your name, mailing address, and time and route of service improvements.

NOTE: The public hearing locations are accessible to disabled persons. To arrange for interpreters for deaf persons, please call (916) 321-9000 or TDD access (916) 321-9550 at least 48-hours prior to the hearing.

Additionally, SACOG is seeking input from the public on Human Services transportation and coordination in the six county region as part of the planning process required to meet SAFETEA-LU requirements.

SPONSORED BY THE
SACRAMENTO AREA COUNCIL OF GOVERNMENTS

February 5 Ad #02543098

STATE OF CALIFORNIA
County of Yolo

I am a citizen of the United States and a resident of the county aforesaid. I am over the age of eighteen years and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of
THE DAVIS ENTERPRISE
315 G STREET

printed and published Sunday through Friday in the city of Davis, county of Yolo, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Yolo, State of California, under the date of July 14, 1952, Case Number 12680. That the notice, of which the annexed is a printed copy (set in type not smaller than non-pareil), has been issue of said newspaper and not in any supplement thereof on the following dates to-wit:

February 9
All in the year(s) 2007

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Davis, California,
This 9th day of February, 2007

Chris Erickson
Legal Advertising Clerk

Proof of Publication

200867
Public Notice -
Public Hearing

Public Notice **Public Notice**

NOTICE OF PUBLIC HEARING
REGARDING UNMET TRANSIT NEEDS IN THE CITIES OF DAVIS AND WINTERS

PURPOSE OF THE PUBLIC HEARING:
To obtain public transit needs comments in the cities of Davis and Winters, as well as the County of Yolo.

WHO SHOULD ATTEND:
If you have concerns regarding public transit services for the cities of Davis and Winters and the surrounding areas in Yolo County, we would like to hear your comments.

WHEN AND WHERE:

Thursday April 12, 2007 6:00 p.m.
Davis City Council Chambers
23 Russell Blvd.
Davis

Wednesday March 21, 2007 2:30 p.m.
Winters City Hall Council Chambers
318 First Street
Winters

Wednesday March 14, 2007 6:00 p.m.
Public Library Meeting Room
250 First Street
Woodland

CONTACT:
For more information call Barbara Bechtold at (916) 340-6275, If you are unable to attend the public hearing, please call or send your comments by April 27, 2007 to:

Barbara Bechtold, Planner
Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento, CA 95814
or e-mail to: transit_needs@sacog.org

Please be as specific as possible on your comments. Please provide us with your name, mailing address, and time and route of service improvements.

NOTE: The public hearing locations are accessible to disabled persons. To arrange for interpreters for deaf persons, please call (916) 321-9000 or TDD access (916) 321-9550 at least 48-hours prior to the hearing.

Additionally, SACOG is seeking input from the public on Human Services transportation and coordination in the six county region as part of the planning process required to meet SAFETEA-LU requirements.

SPONSORED BY THE SACRAMENTO AREA COUNCIL OF GOVERNMENTS

DE200867 February 9, 2007

PROOF OF PUBLICATION
(2015:5 C.C.P.)

STATE OF CALIFORNIA
County of Yolo

The Daily Democrat

A newspaper of general circulation, printed and published daily in the City of Woodland, County of Yolo, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Yolo, State of California, under the date of June 30, 1952, and in accordance with the provisions of Title 1, Division 7, of the government Code of the State of California; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil) has been published in each regular and entire issue of said newspaper and to in any supplement thereof on the following dates to-wit:

February 11th

All in the year 2007

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Date at: Woodland

California, this 12th day of February 2007

Signature

This space is for the County Clerk's Filing Stamp

Proof of Publication of

Notice of Public Hearing

Sacramento Area Council of Governments

NOTICE OF PUBLIC HEARING

REGARDING UNMET TRANSIT NEEDS IN THE CITIES OF DAVIS AND WINTERS

PURPOSE OF THE PUBLIC HEARING:
To obtain public transit needs comments in the cities of Davis and Winters, as well as the County of Yolo.

WHO SHOULD ATTEND:
If you have concerns regarding public transit services for the cities of Davis and Winters and the aurrounding areas in Yolo County, we would like to hear your comments.

WHEN AND WHERE:
Thursday April 12, 2007 6:00 P.M.
Davis City Council Chambers
23 Russel Blvd.
Davis

Wednesday March 14, 2007 6:00 P.M.
Public Library Meeting Room
250 First St.
Woodland

Wednesday March 21, 2007 2:30 P.M.
Winters City Hall Council Chambers
318 First St.
Winters

CONTACT:
For more information call Barbara Bechtold at (916) 340-6275. If you are unable to attend the public hearing, please call or send your comments by April 27, 2007 to:
Barbara Bechtold, Planner
Sacramento Area Council of Governments
1415 L. St, Ste. 300
Sacramento, CA 95814
Or email to:
transit_needs@sacog.org

Please be as specific as possible on your comments. Please provide us with your name, maailing address, and time and route of service improvements.

NOTE:
The public hearing locations

LEGAL NOTICES

are accessible to disabled persons. To arrange for interpreters for deaf persons, please call (916) 321-9000 or TDD access (916) 321-9550 at least 48-hours prior to the hearing.

Additionally, SACOG is seeking input from the public on Human Services transortation and coordination in the six county region as part of the planning process required to meet SAFETEA-LU requirements.

SPONSORED BY THE SACRAMENTO AREA COUNCIL OF GOVERNMENTS.

905 FEB 11 2007

PROOF OF PUBI

PROOF OF PUBLICATION
(2015.5 CCP)

STATE OF CALIFORNIA)
) ss.
County of Yolo)

I am a citizen of the United States and a resident of the County aforesaid. I am over the age of 18 years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer of The NEWS-LEDGER, a newspaper of general circulation printed and published in the County of Yolo, and which newspaper has been adjudged a Newspaper of General Circulation by the Superior Court of the County of Yolo, State of California, under date of June 4, 1973, Case Number 29812; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil) has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

Feb 28

All in the year 2007

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Signature: Steve Marschke

Date March 8, 2007

THE NEWS-LEDGER
P.O. Box 463 ■ 1040 W. Capitol Ave., Suite B
West Sacramento, CA 95691
(916) 371-8030 ■ FAX 371-8055

This space is for the County Clerk's filing stamp

Proof of Publica

Notice of Hearing

NOTICE OF PUBLIC HEARING REGARDING UNMET TRANSIT NEEDS IN THE CITY OF WEST SACRAMENTO

PURPOSE OF THE PUBLIC HEARING:
To obtain public transit needs comments in the city of West Sacramento, as well as the County of Yolo.

WHO SHOULD ATTEND:
If you have concerns regarding public transit services for the city of West Sacramento and the surrounding areas in Yolo County, we would like to hear your comments.

WHEN AND WHERE:
April 6, 2007, 6:00 p.m., West Sacramento Civic Center, Room #157, 1110 West Capitol Ave., West Sacramento

CONTACT:
For more information, call Barbara Bechtold at (916) 340-6275. If you are unable to attend the public hearing, please call or send your comments by April 27, 2007 to:
Barbara Bechtold, Planner
Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento CA 95814
Or email to:
transit_needs@sacog.org

Please be as specific as possible on your comments. Please provide us with your name, mailing address, and time and route of service improvements.

NOTE: The public hearing locations are accessible to disabled persons. To arrange for interpreters for deaf persons, please call (916) 321-9000 or TDD access (916) 321-9550 at least 48 hours prior to the hearing.

Additionally, SACOG is seeking input from the public on Human Services transportation and coordination in the six county region as part of the planning process required to meet SAFETEA-LU requirements.

SPONSORED BY THE SACRAMENTO AREA COUNCIL OF GOVERNMENTS

Feb 28

SACOG
1415 L ST #300
SACRAMENTO, CA 95814

DECLARATION OF PUBLICATION
(C.C.P. 2015.5)

COUNTY OF SACRAMENTO

STATE OF CALIFORNIA

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interest ed in the above entitled matter. I am the printer and principal clerk of the publisher of The Sacramento Bee, printed and published in the City of Sacramento, County of Sacramento, State of California, daily, for which said newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Sacramento, State of California, under the date of September 26, 1994, Action No. 379071; that the notice of which the annexed is a printed copy, has been published in each issue thereof and not in any supplement thereof on the following dates, to wit:

February 9, 2007

I certify (or declare) under penalty of perjury that the foregoing is true and correct and that this declaration was executed at Sacramento, California, on **February 9, 2007**

(Signature)

NO 400 PUBLIC NOTICE

NOTICE OF PUBLIC HEARING

REGARDING UNMET TRANSIT NEEDS IN THE CITY OF CITRUS HEIGHTS AND THE SACRAMENTO REGIONAL TRANSIT DISTRICT

PURPOSE OF THE PUBLIC HEARING:

To obtain public transit needs comments in the City of Citrus Heights and the Sacramento Regional Transit District, as well as the County of Sacramento.

WHO SHOULD ATTEND:

If you have concerns regarding public transit services for the City of Citrus Heights and the Sacramento Regional Transit District and the surrounding areas in Sacramento County, we would like to hear your comments.

WHEN AND WHERE:

Monday, April 2, 2007 6:00 p.m
Regional Transit Board Room
1400 29 Street
Sacramento

Monday, March 12, 2007 6:00 p.m.
Citrus Heights
City Council Chambers
6237 Fountain Square Drive
Citrus Heights

Monday, April 16, 2007 5:30 p.m.
Folsom Chamber of Commerce
1200 Wool Street
Folsom

Tuesday, April 17, 2007 6:00 p.m.
Elk Grove
Council Chambers
8380 Laguna Palms Way
Elk Grove

CONTACT:

For more information call Barbara Bechtold at (916) 340-6275. If you are unable to attend the public hearing, please call or send your comments by April 27, 2007 to:

Barbara Bechtold, Planner
Sacramento Area
Council of Governments
1415 L Street, Suite 300
Sacramento, CA 95814

or e-mail to:
transit_needs@sacog-org

Please be as specific as possible on your comments. Please provide us with your name mailing address, and time and route of service improvements.

NOTE: The public hearing locations are accessible to disabled persons. To arrange for interpreters for deaf persons, please call (916) 321-9000 or TDD access (916) 321-9550 at least 48-hours prior to the hearing.

Additionally, SACOG is seeking input from the public on Human Services transportation and coordination in the six county region as part of the planning process required to meet SAFETEA-LU requirements.

SPONSORED BY THE SACRAMENTO AREA COUNCIL OF GOVERNMENTS

1Ti February 9, 2007

PROOF OF PUBLICATION
(2015.5 C. C. P.)

STATE OF CALIFORNIA
County of Solano, ss

I am a citizen of the United States and a resident of the County aforesaid. I am over the age of eighteen years and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of THE RIVER NEWS-HERALD and ISLETON JOURNAL, a newspaper of general circulation, printed and published weekly in the City of Rio Vista, County of Solano, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Solano, State of California, under the date of July 11, 1963.Case Number 38775 that the notice of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit February 7

all in the year 2007.

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Rio Vista, California this 14th day of February, 2007.

(Signature)

PROOF OF PUB

(This space is for County Clerks Filing Stamp)

Proof of Publication

NOTICE OF PUBLIC HEARING REGARDING UNMET TRANSIT NEEDS IN THE CITY OF ISLETON

PURPOSE OF THE PUBLIC HEARING:
To obtain public transit needs comments in the city of Isleton, as well as the County of Sacramento

WHO SHOULD ATTEND
If you have concerns regarding public transit services for the City of Isleton and the surrounding areas in Sacramento County, we would like to hear your comments.

WHEN AND WHERE
Monday, March 19, 2007 2:00 p.m. Isleton City Council Chambers 101 2nd Street, Isleton

CONTACT
For more information call Barbara Bechtold at (916)340-6275. If you are unable to attend the public hearing, please call or send your comments by April 27, 2007 to: Barbara Bechtold, Sacramento Area Council of Governments 1415 L Street, Suite 300 Sacramento, CA 95814 or e-mail to: transit_needs@sacog.org

Please be as specific as possible on your comments. Please provide us with your name, mailing address, and time and route of service improvements.

NOTE
The public hearing locations are accessible to disabled persons. To arrange for interpreters for deaf persons, please call (916)321-9000 or TDD access (916)321-9550 at least 48-hours prior to the hearing. Additionally, SACOG is seeking input from the public on Human Services transportation and coordination in the six county region as part of the planning process required to meet SAFETEALU requirements.

SPONSORED BY THE SACRAMENTO AREA COUNCIL OF GOVERNMENTS

PROOF OF PUBLICATION
(2015.5 C. C. P.)

STATE OF CALIFORNIA
County of Solano, ss

I am a citizen of the United States and a resident of the County aforesaid. I am over the age of eighteen years and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of THE RIVER NEWS-HERALD and ISLETON JOURNAL, a newspaper of general circulation, printed and published weekly in the City of Rio Vista, County of Solano, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Solano, State of California, under the date of July 11, 1963.Case Number 38775 that the notice of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit

January 31

all in the year 2007.

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Rio Vista, California this 2nd

ay of February, 2007.

(signature)

(This space is for County Clerks Filing Stamp)

Proof of Publication

NOTICE OF PUBLIC HEARING REGARDING UNMET TRANSIT NEEDS IN THE CITY OF GALT

PURPOSE OF THE PUBLIC HEARING
To obtain public transit needs comments in the city of Galt, as well as the County of Sacramento

WHO SHOULD ATTEND
If you have concerns regarding public transit services for the city of Galt and the surrounding areas in Sacramento County, we would like to hear your comments.

WHEN AND WHERE
Monday, March 5 2007
5:30 p.m. Galt City Council Chambers 380 Civic Drive
Galt

CONTACT
For more information call Barbara Bechtold at (916)340-6275. If you are unable to attend the public hearing, please call or send your comments by April 27, 2007 to:
Barbara Bechtold, Planner
Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento, CA 95814
or e-mail to:
transit_needs@sacog.org

Please be as specific as possible on your comments. Please provide us with your name, mailing address, and time and route of service improvements.

NOTE
The public hearing locations are accessible to disabled persons. To arrange for interpreters for deaf persons, please call (916)321-9000 or TDD access (916)321-9550 at least 48-hours prior to the hearing. Additionally, SACOG is seeking input from the public on Human Services transportation and coordination in the six county region as part of the planning process required to meet SAFETEALU requirements.

SPONSORED BY THE SACRAMENTO AREA COUNCIL OF GOVERMENTS

1/31

PROOF OF PUBLICATION

SACOG
1415 L ST #300
SACRAMENTO, CA 95814

DECLARATION OF PUBLICATION
(C.C.P. 2015.5)

COUNTY OF SACRAMENTO

STATE OF CALIFORNIA

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interest ed in the above entitled matter. I am the printer and principal clerk of the publisher of The Sacramento Bee, printed and published in the City of Sacramento, County of Sacramento, State of California, daily, for which said newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Sacramento, State of California, under the date of September 26, 1994, Action No. 379071; that the notice of which the annexed is a printed copy, has been published in each issue thereof and not in any supplement thereof on the following dates, to wit:

March 20, 2007

I certify (or declare) under penalty of perjury that the foregoing is true and correct and that this declaration was executed at Sacramento, California, on **March 20, 2007**

(Signature)

NO 411 PUBLIC NOTICE

NOTICE OF PUBLIC HEARING

REGARDING COORDINATED HUMAN SERVICES TRANSPORTATION PLAN FOR THE SACRAMENTO URBANIZED AREA

Purpose of The Public Hearing:

To obtain comments on Human Service Transportation needs in the Sacramento urbanized area within Sacramento, Placer and El Dorado Counties.

Who Should Attend:

If you have concerns regarding Human Services Transportation services for the Sacramento urbanized area, we would like to hear your comments.

When and Where:

Wednesday, April 25, 2007 2:00 p.m.
Roseville Sports Center,
Activity Room
1545 Pleasant Grove Blvd
Roseville CA 95747

Friday, April 27, 2007 2:00 p.m.
El Dorado Hills Community Activities Building, Conference Room
1021 Harvard Way
El Dorado Hills CA 95762

Contact:

For more information call Barbara Bechtold at (916) 321-9000. If you are unable to attend the public hearing, please call or send your comments by April 27, 2007 to:

Barbara Bechtold, Planner
Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento, CA 95814or e-mail to:
transit_needs@sacog.org

Please be as specific as possible on your comments. Please provide us with your name, mailing address, location and description of the human service transportation need.

NOTE: The public hearing locations are accessible to disabled persons. To arrange for interpreters for deaf persons, please call (916) 321-9000 or TDD access (916) 321-9550 at least 48-hours prior to the hearing.

SPONSORED BY THE SACRAMENTO AREA COUNCIL OF GOVERNMENTS

1Ti March 20, 2007

Appendix C - Maps and Demographic information on senior, disabled and low income populations

Please note that data has been requested to create maps reflecting CalWORKS and other Public Assistance clients and public transit availability for El Dorado, Placer, and Yolo counties will be created by the SACOG GIS team as soon as these data are available.

Severely Disabled Population in 2000 with projections to 2030

Table A

	Percent of the 2000 Population that is "severely disabled"								Number of "severely disabled" persons			
									Census	Projected		
County		Total Population 2000	"severely disabled" 5 to 15 yrs	% of total population that is "severely disabled" 5 to 15 yrs	"severely disabled" 16-64 yrs	% of total population that is 'severely disabled' 16 to 64 yrs	"severely disabled" 65+ yrs	% of total population that is "severely disabled" 65+ yrs	2000	2010	2020	2030
El Dorado	6.9%	132,690	81	0.1%	5402	4.1%	3,697	2.8%	9,180	11,127	13,064	14,770
Placer	6.3%	248,399	320	0.1%	7811	3.1%	7,457	3.0%	15,588	21,994	28,730	34,315
Sacramento	9.2%	1,223,499	2,369	0.2%	70425	5.8%	39,964	3.3%	112,758	143,138	179,094	210,958
Sutter	8.2%	78,930	106	0.1%	3954	5.0%	2,440	3.1%	6,500	7,852	9,172	10,349
Yolo	7.7%	168,660	244	0.1%	8322	4.9%	4,430	2.6%	12,996	17,115	20,870	24,673
Yuba	10.3%	60,219	89	0.1%	3929	6.5%	2,159	3.6%	6,177	7,365	8,736	10,192

Sources: Census 2000 Summary File 3
DOF Population Projections 2004

"severely disabled" - this is the percentage of the population that has "go outside the home" and "self care" disabilities according to Census 2000.

The % of 'severely disabled' persons was held constant at the year 2000 level and was used to project the 'severely disabled' population out to 2030.

Severely Disabled Population by City, 2000

Table B

	Total Population	Number of "severely disabled" aged 5 to 15	% of total population that is "severely disabled" 5 to 15	Number of "severely disabled" aged 16-64	% of total population that is 'severely disabled' 16 to 64	Number of "severely disabled" aged 65+	% of total population that is "severely disabled" 65+
Auburn city	12,467	18	0.1%	417	3.3%	807	6.5%
Citrus Heights city	85,230	180	0.2%	3,921	4.6%	2,979	3.5%
Colfax city	1,596	2	0.1%	53	3.3%	95	6.0%
Davis city	60,341	45	0.1%	1,495	2.5%	719	1.2%
Elk Grove CDP	60,255	126	0.2%	2,422	4.0%	1,108	1.8%
Folsom city	51,912	8	0.0%	1,631	3.1%	1,139	2.2%
Galt city	19,525	20	0.1%	938	4.8%	502	2.6%
Isleton city	803	0	0.0%	17	2.1%	58	7.2%
Lincoln city	10,939	29	0.3%	634	5.8%	260	2.4%
Live Oak city	6,442	24	0.4%	413	6.4%	199	3.1%
Loomis town	6,427	7	0.1%	142	2.2%	184	2.9%
Marysville city	12,298	26	0.2%	792	6.4%	585	4.8%
Placerville city	9,580	27	0.3%	424	4.4%	323	3.4%
Rancho Cordova CDP	54,586	119	0.2%	3,327	6.1%	1,482	2.7%
Rocklin city	36,563	56	0.2%	782	2.1%	629	1.7%
Roseville city	80,092	93	0.1%	2,600	3.2%	2,461	3.1%
Sacramento city	407,075	848	0.2%	28,633	7.0%	16,089	4.0%
West Sacramento city	31,604	47	0.1%	2,697	8.5%	1,679	5.3%
Wheatland city	2,280	5	0.2%	136	6.0%	119	5.2%
Winters city	6,113	25	0.4%	361	5.9%	199	3.3%
Woodland city	49,132	85	0.2%	2,853	5.8%	1,488	3.0%
Yuba City city	36,586	53	0.1%	1,844	5.0%	1,236	3.4%

Source: Census 2000
Summary File 3

"severely disabled" - this is the percentage of the population that has "go outside the home" and "self care" disabilities according to Census 2000.

Seniors 65+ who are Low-Income

Table C
LI = Low Income

	Total # of Households headed by someone 65+	65+ & Low Income	% of Senior HHLDS 65+ & LI	75+ & Low Income	% of Senior HHLDS 75+ & LI
El Dorado County	17,789	823	4.6%	435	2.4%
Placer County	32,560	1200	3.7%	601	1.8%
Sacramento County	135,875	8628	6.3%	4,229	3.1%
Sutter County	9,755	699	7.2%	345	3.5%
Yolo County	15,782	1117	7.1%	522	3.3%
Yuba County	6,410	476	7.4%	265	4.1%

	Total # of Households headed by someone 65+	65+ & Low Income	% of Senior HHLDS 65+ & LI	75+ & Low Income	% of Senior HHLDS 75+ & LI
Auburn city	2261	139	6.1%	82	3.6%
Citrus Heights city	11014	636	5.8%	357	3.2%
Colfax city	208	18	8.7%	11	5.3%
Davis city	4004	102	2.5%	73	1.8%
Elk Grove CDP*	4049	177	4.4%	85	2.1%
Folsom city	4569	180	3.9%	130	2.8%
Galt city	1653	103	6.2%	50	3.0%
Isleton city	136	9	6.6%	4	2.9%
Lincoln city	1262	56	4.4%	7	0.6%
Live Oak city	665	53	8.0%	22	3.3%
Loomis town	733	3	0.4%	0	0.0%
Marysville city	1602	109	6.8%	65	4.1%
Placerville city	1670	67	4.0%	41	2.5%
Rancho Cordova CDP*	5568	324	5.8%	147	2.6%
Rocklin city	3136	106	3.4%	61	1.9%
Roseville city	11566	440	3.8%	262	2.3%
Sacramento city	46443	4037	8.7%	1,855	4.0%
West Sacramento city	4007	487	12.2%	191	4.8%
Wheatland city	287	20	7.0%	12	4.2%
Winters city	477	29	6.1%	29	6.1%
Woodland city	5166	358	6.9%	152	2.9%
Yuba City city	4488	386	8.6%	202	4.5%

Source: Census 2000 Summary File 3

* The cities of Elk Grove and Rancho Cordova incorporated after Census Day (April 1, 2000) therefore the population for the CDP's (Census Designated
** The terms poverty and low-income are used interchangably.
Rural or small cities appear to have the highest percentage of their low income elderly living by themselves.

Low-income population with Disabilities

Table D

	Total Population	Total Pop 65+	Total Pop In Poverty*	Population in Poverty with a Disability	Of Total Pop in Poverty % w/ a Disability	Age: 5 to 15 years	Age: 16 to 64 years	Age: 65 to 74 years	Age: 75 years and over
El Dorado County	132,690	17,311	8,142	1,983	24%	98	1558	121	206
Placer County	248,399	32,560	14,272	3,659	26%	211	2750	309	389
Sacramento County	1,223,499	135,875	169,784	40,969	24%	3,368	32937	2,096	2,568
Sutter County	78,930	9,755	12,031	2,431	20%	211	1871	122	227
Yolo County	168,660	15,782	29,787	4,805	16%	350	3872	241	342
Yuba County	60,219	6,410	12,205	3,321	27%	241	2751	114	215

Source: Census 2000
Summary File 1 & 4

*Poverty is defined by the Census Bureau as when the total income (for Census 2000 the income from the year 1999 is used) for a family or unrelated individual falls below the federal poverty threshold - then the family or unrelated individual is classified as being "below the poverty level" or "in poverty."

Size of Family	Federal Poverty Level 1999
1	$ 8,240
2	$ 11,060
3	$ 13,880
4	$ 16,700
5	$ 19,520
6	$ 22,340
7	$ 25,160
8	$ 27,980
for each add'l +	$ 2,820

Table E

Poverty Status

	El Dorado County, California	Placer County, California	Sacramento County, California	Sutter County, California	Yolo County, California	Yuba County, California
Total:	154,981	245,680	1,201,917	77,420	162,151	58,696
Income in 1999 below poverty level:	11,079	14,272	169,784	12,031	29,787	12,205
Male (under 5-14)	1,269	1,697	29,920	2,059	3,122	2,100
Female (under 5-14)	1,270	1,867	28,320	2,081	2,771	2,109
Child population (under 5-14)	2,539	3,564	58,240	4,140	5,893	4,209
Male working age pop (15-64)	3565	3983	47401	3153	10132	3415
Female working age pop (15-64)	4009	5525	55515	4039	12645	4105
Working age pop below the poverty level	7574	9508	102916	7192	22777	7520
Male Seniors (65 - 75 and over)	310	333	3051	223	401	131
Female Seniors (65 - 75 and over)	656	867	5577	476	716	345
Seniors (65 - 75 and over)	966	1200	8628	699	1117	476
Working age below the poverty level as a % of the total population	4.9%	3.9%	8.6%	9.3%	14.0%	12.8%
Child population below the poverty level as % of the total population	1.6%	1.5%	4.8%	5.3%	3.6%	7.2%
Seniors below the poverty level as % of the total population	0.6%	0.5%	0.7%	0.9%	0.7%	0.8%
% of the population in poverty that is children (under 5 - 14)	22.9%	25.0%	34.3%	34.4%	19.8%	34.5%
% of the population in poverty that are working age	68.4%	66.6%	60.6%	59.8%	76.5%	61.6%
% of the population in poverty that are seniors	8.7%	8.4%	5.1%	5.8%	3.7%	3.9%

U.S. Census Bureau
Census 2000: PCT 142

Table F

POVERTY STATUS IN 1999 BY SEX BY AGE

	El Dorado County, California	Placer County, California	Sacramento County, California	Sutter County, California	Yolo County, California	Yuba County, California
Total Population:	154,981	245,680	1,201,917	77,420	162,151	58,696
Income in 1999 below poverty level:	11,079	14,272	169,784	12,031	29,787	12,205
Male (0-14):	1269	1697	29920	2059	3122	2100
Female (0-14):	1270	1867	28320	2081	2771	2109
Male (65+):	310	333	3051	223	401	131
Female (65+)	656	867	5577	476	716	345
Male working age pop (15-64)	3565	3983	47401	3153	10132	3415
Female working age pop (15-64)	4009	5525	55515	4039	12645	4105

Census 2000 - PCT 142
U.S. Census Bureau

Table G
Vehicle Availability and Income level

	SACOG Region		Sutter/Yuba		Yolo		Sacramento		Placer		El Dorado	
	Number	**Percent**	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**	**Number**	**Percent**
Total	56903	7.4%	4,020	7.9%	5,331	8.6%	40,239	8.5%	4,548	4.2%	2,765	17.4%
<$10,000	18431	16.7%	1,762	20.1%	2,040	22.6%	12,900	22.1%	945	5.2%	784	29.5%
$10,000 to $14,999	9515	23.0%	517	14.6%	820	22.2%	7,036	25.6%	641	16.1%	501	19.0%
$15,000 to $19,999	6739	16.3%	423	11.3%	398	10.3%	5,101	19.2%	523	11.3%	294	8.5%
$20,000 to $24,999	5076	11.5%	362	8.7%	601	15.0%	3,538	12.5%	432	10.0%	143	4.3%
$25,000 to $29,999	3142	7.5%	143	4.2%	193	6.3%	2,440	8.7%	177	4.2%	189	5.1%
$30,000 to $34,999	2506	5.4%	225	6.2%	187	4.9%	1,741	5.7%	232	4.7%	121	3.8%
$35,000 to $39,999	2003	4.8%	107	3.3%	270	7.5%	1,194	4.4%	312	6.4%	120	3.9%
$40,000 to $44,999	1766	4.3%	115	4.0%	227	7.1%	1,079	4.0%	263	5.6%	82	2.8%
$45,000 to $49,999	1259	3.6%	72	3.1%	85	3.6%	1,020	4.5%	82	1.9%	-	0.0%
$50,000 to $59,999	1774	2.7%	54	1.6%	207	3.9%	1,109	2.6%	253	2.8%	151	2.0%
$60,000 to $74,999	1745	2.2%	92	2.1%	164	2.7%	1,114	2.2%	246	2.3%	129	1.8%
$75,000 to $99,999	1199	1.5%	87	2.4%	26	0.4%	775	1.6%	203	1.4%	108	2.6%
$100,000 to $124,999	836	1.9%	40	2.8%	34	1.0%	590	2.2%	93	1.2%	79	3.0%
$125,000 to $149,999	444	2.1%	21	2.7%	55	2.8%	281	2.4%	87	2.1%	-	0.0%
$150,000 to $199,999	299	1.6%	-		24	1.3%	216	2.2%	59	1.5%	24	1.0%
$200,000 to $999,999	145	0.8%	-		-		105	1.2%	0	0.0%	40	0.0%

PUMS Census 2000 - No vehicle households by income range

DMV Licensing by Age

Table H

County		Total Population 2005			Licensees			Percentage licensed within Total age group		
	Total Licensees	55+	65+	75+	55+	65+	75+	%55+	%65+	%75+
El Dorado	130070	45,105	22,915	9,540	39406	18830	7453	87%	82%	78%
Placer	215973	75,322	41,864	19,723	65448	33733	13554	87%	81%	69%
Sacramento	857685	279,157	150,745	71,072	213019	105385	43599	76%	70%	61%
Sutter	55159	19,291	10,761	4,846	15141	7812	3056	78%	73%	63%
Yolo	113932	34,647	17,958	8,068	26664	12764	5388	77%	71%	67%
Yuba	39213	13,210	7,376	3,414	10562	5280	1973	80%	72%	58%

Sources: DOF 2005 Population Estimates
DMV data January 1, 2004

Placer and El Dorado Counties have the highest proportions of senior drivers in the SACOG region.
Placer County has the highest proportion out of all the counties of its female population 55+ that is licensed to drive.

Vehicle Availablity by Age

Table I

			No Vehicle Available			% of the Households with No Vehicle Available		
	Total # of Households	HHLDS w/ No Vehicle	HHLDR 55-64	HHLDR 65-74	HHLDR 75+	% 55 to 64	% 65 to 74	% 75+
El Dorado County	49,497	1,603	128	153	599	0.3%	0.3%	1.2%
Placer County	93,382	4,621	289	509	1816	0.3%	0.5%	1.9%
Sacramento County	453,602	39,405	4126	4517	9300	0.9%	1.0%	2.1%
Sutter County	27,033	2,147	240	176	532	0.9%	0.7%	2.0%
Yolo County	59,375	5,001	484	505	1052	0.8%	0.9%	1.8%
Yuba County	20,535	1,944	195	226	363	0.9%	1.1%	1.8%

			No Vehicle Available			% of the Households with No Vehicle Available		
	Total # of Households	HHLDS w/ No Vehicle	HHLDR 55-64	HHLDR 65-74	HHLDR 75+	% 55 to 64	% 65 to 74	% 75+
Auburn	5,304	468	33	74	272	0.6%	1.4%	5.1%
Citrus Heights	33,493	2104	150	240	767	0.4%	0.7%	2.3%
Colfax	631	50	11	10	17	1.7%	1.6%	2.7%
Davis	22,927	1507	70	79	277	0.3%	0.3%	1.2%
Elk Grove CDP*	18,557	401	30	48	129	0.2%	0.3%	0.7%
Folsom	17,180	638	60	30	304	0.3%	0.2%	1.8%
Galt	5,961	356	24	51	107	0.4%	0.9%	1.8%
Isleton	337	35	0	10	11	0.0%	3.0%	3.3%
Lincoln	3,846	326	12	60	71	0.3%	1.6%	1.8%
Live Oak	1,780	199	8	15	67	0.4%	0.8%	3.8%
Loomis town	2,212	27	4	0	10	0.2%	0.0%	0.5%
Marysville	4,698	592	26	103	134	0.6%	2.2%	2.9%
Placerville	3,996	418	9	78	166	0.2%	2.0%	4.2%
Rancho Cordova CDP*	20,312	1711	150	143	179	0.7%	0.7%	0.9%
Rocklin	13,284	467	27	44	150	0.2%	0.3%	1.1%
Roseville	30,816	1756	102	201	801	0.3%	0.7%	2.6%
Sacramento	154,565	19947	2257	2366	4841	1.5%	1.5%	3.1%
West Sacramento	11,396	1691	229	236	360	2.0%	2.1%	3.2%
Wheatland	793	52	9	6	14	1.1%	0.8%	1.8%
Winters	1,926	117	8	18	37	0.4%	0.9%	1.9%
Woodland	16,727	1331	143	138	307	0.9%	0.8%	1.8%
Yuba	13,274	1487	170	122	319	1.3%	0.9%	2.4%

Source: Census 2000 Summary File 3

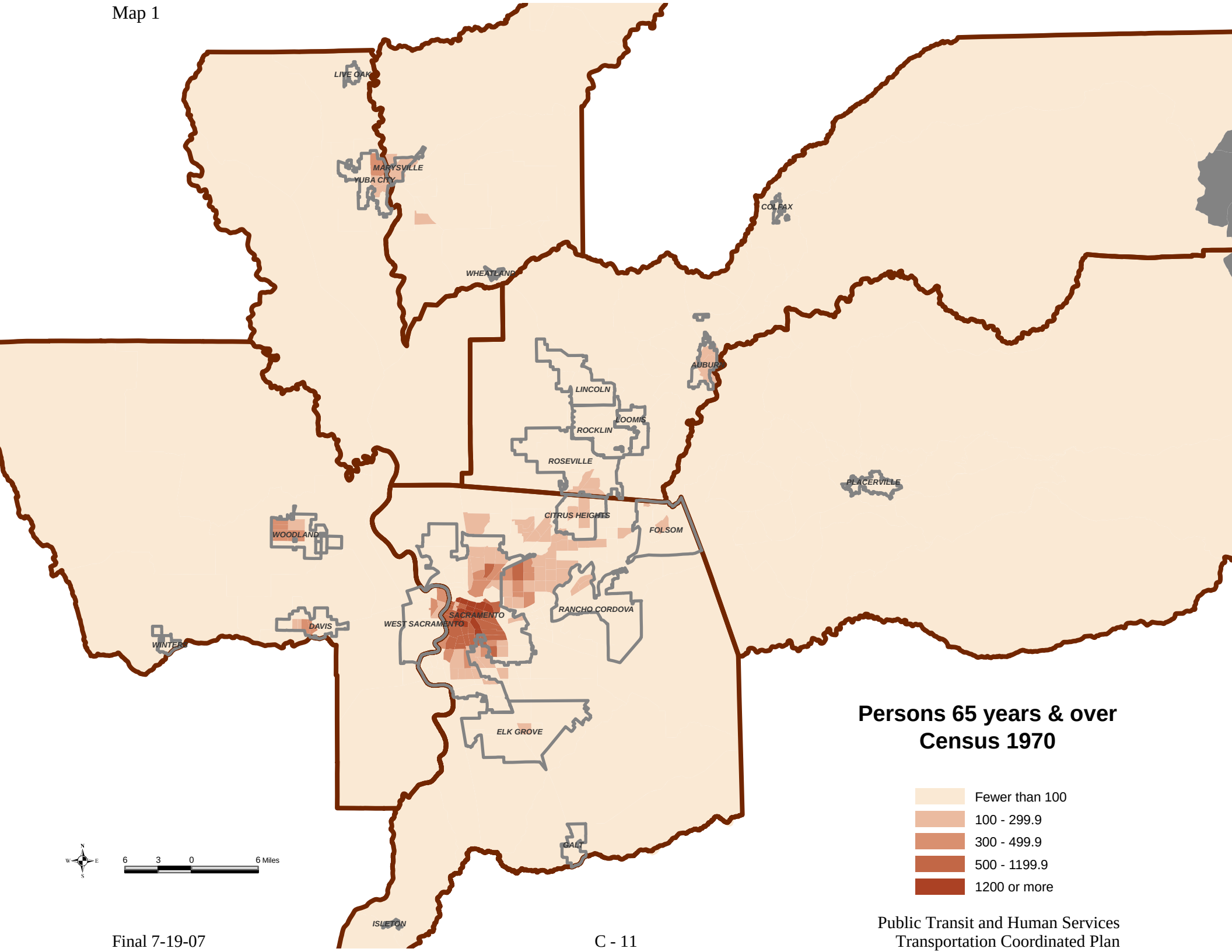
* The cities of Elk Grove and Rancho Cordova incorporated after Census Day (April 1, 2000) therefore the population for the CDP's (Census Designated Places = unincorporated areas) are shown.

Poverty by type of public assistance income

	El Dorado County, California	Placer County, California	Sacramento County, California	Sutter County, California	Yolo County, California	Yuba County, California
Total Population:	154,981	245,680	1,201,917	77,420	162,151	58,696
Income in 1999 below the poverty level:	11,079	14,272	169,784	12,031	29,787	12,205
Supplemental Security Income only	446	592	9,015	469	903	877
Other public assistance income only	519	625	15,752	689	1,446	1,132
Both Supplemental Security Income & other public assistance income	47	49	1,001	45	107	105
No public assistance income	10,067	13,006	144,016	10,828	27,331	10,091

U.S. Census Bureau
Census 2000: PCT 146

Map 1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MARYSVILLE
YUBA CITY
WHEATLAND
COLFAX
AUBURN
LINCOLN
LOOMIS
ROCKLIN
ROSEVILLE
PLACERVILLE
CITRUS HEIGHTS
FOLSOM
WOODLAND
RANCHO CORDOVA
SACRAMENTO
WEST SACRAMENTO
DAVIS
WINTERS
ELK GROVE
GALT
ISLETON
Persons 65 years & over
Census 1970
Fewer than 100
100 - 299.9
300 - 499.9
500 - 1199.9
1200 or more
N
W
E
S
6
3
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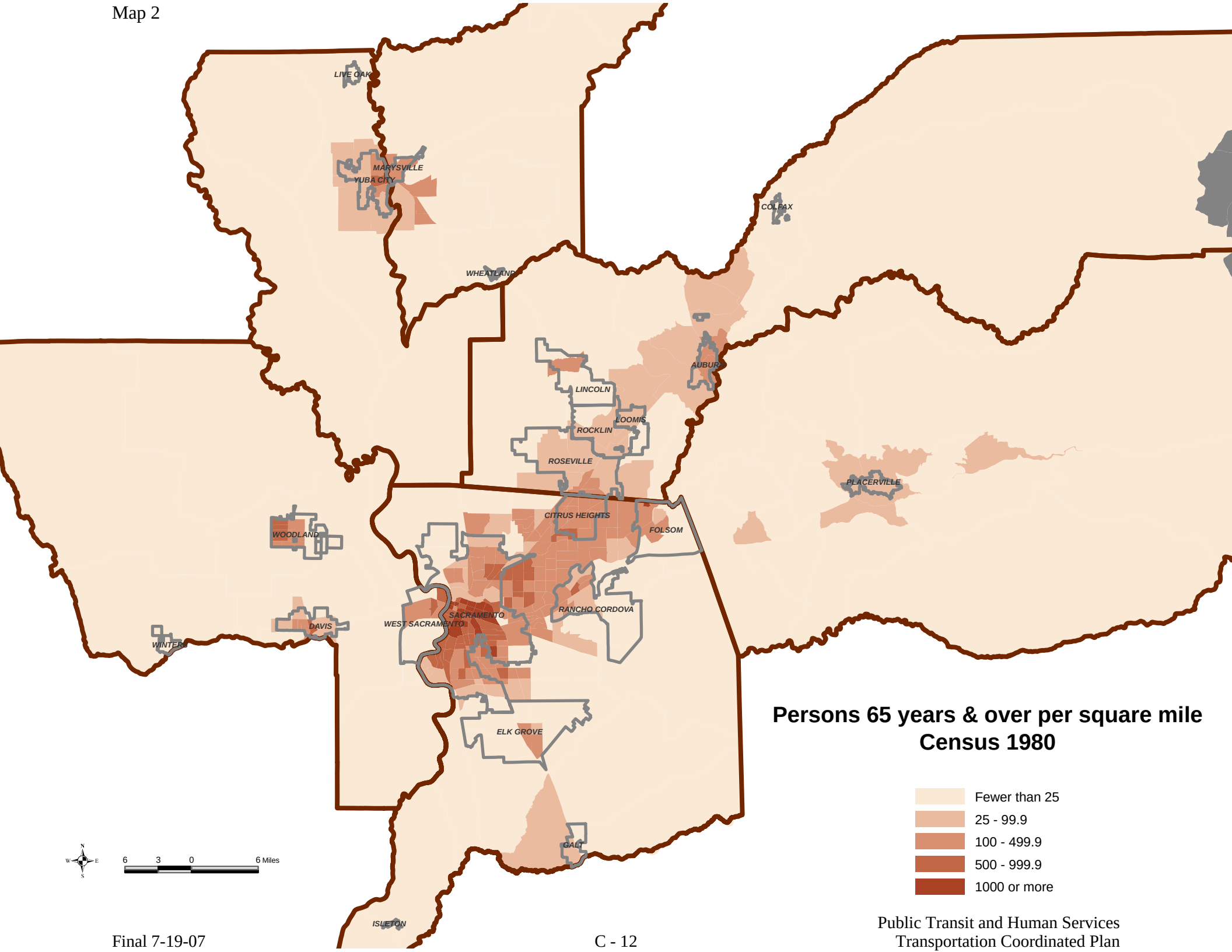
6 Miles

Map 2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AUBURN
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PLACERVILLE
CITRUS HEIGHTS
FOLSOM
WOODLAND
SACRAMENTO
WEST SACRAMENTO
RANCHO CORDOVA
DAVIS
WINTERS
ELK GROVE
GALT
ISLETON
Persons 65 years & over per square mile
Census 1980
Fewer than 25
25 - 99.9
100 - 499.9
500 - 999.9
1000 or more
N
W
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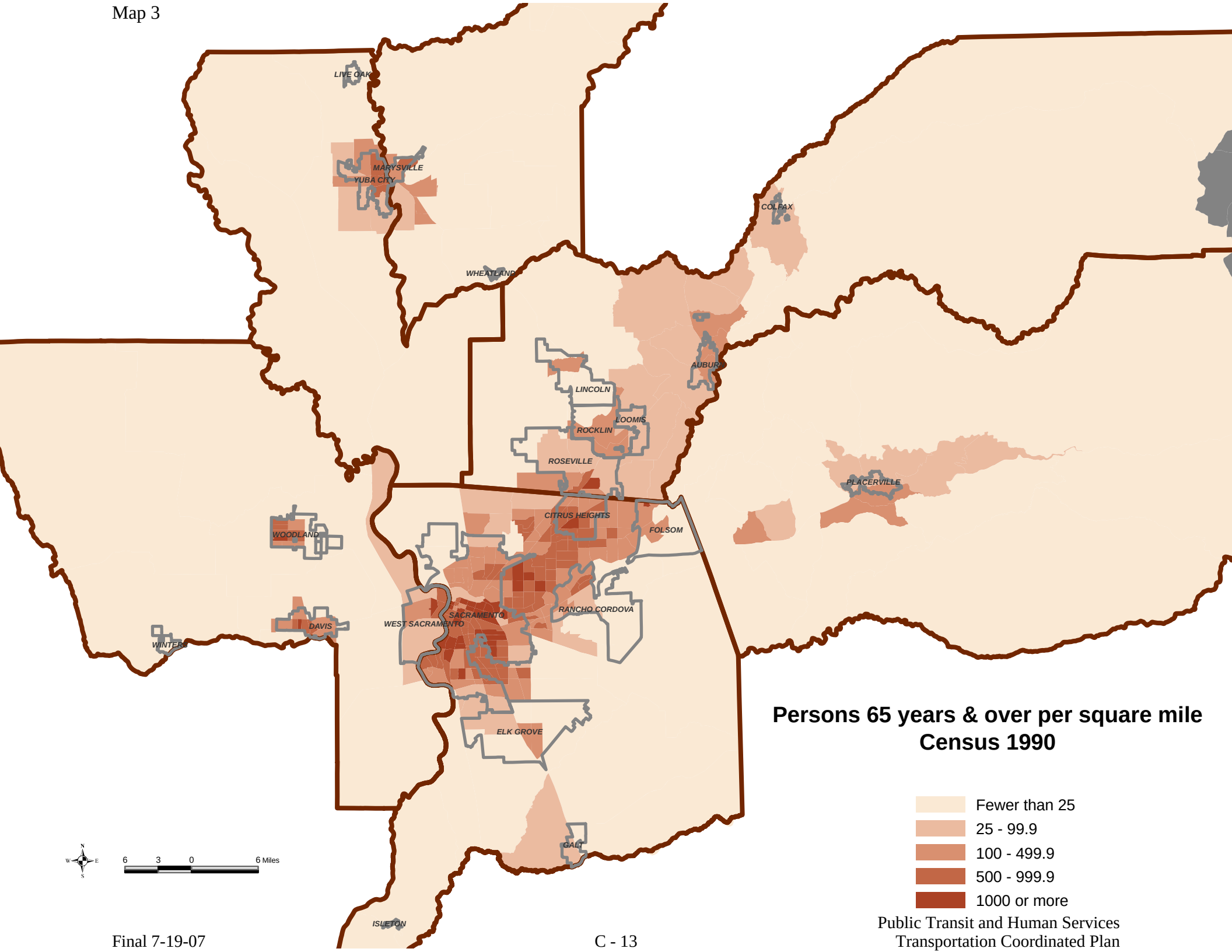
Map 3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PLACERVILLE
CITRUS HEIGHTS
FOLSOM
WOODLAND
RANCHO CORDOVA
SACRAMENTO
WEST SACRAMENTO
DAVIS
WINTERS
ELK GROVE
GALT
ISLETON
Persons 65 years & over per square mile
Census 1990
Fewer than 25
25 - 99.9
100 - 499.9
500 - 999.9
1000 or more
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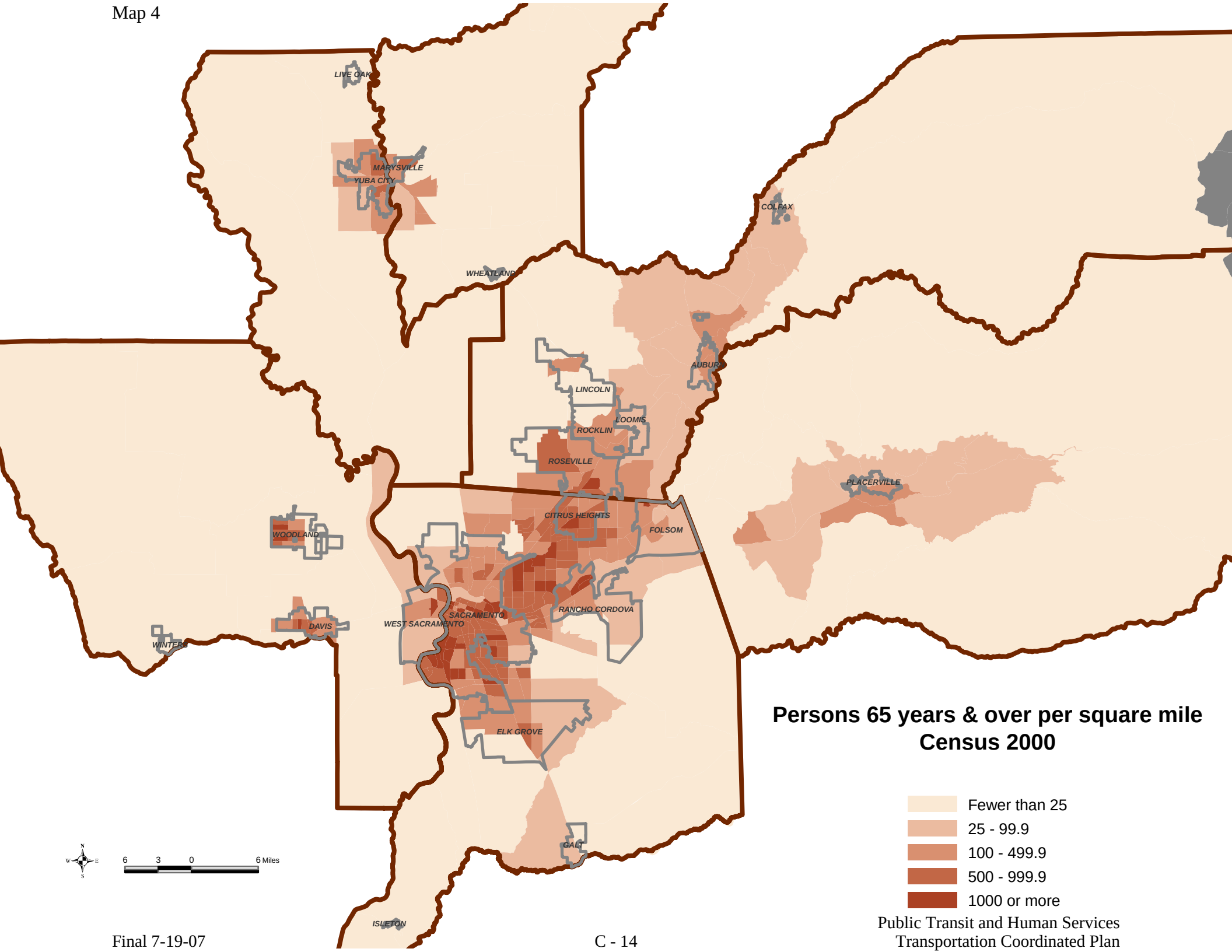
Map 4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YUBA CITY
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LINCOLN
LOOMIS
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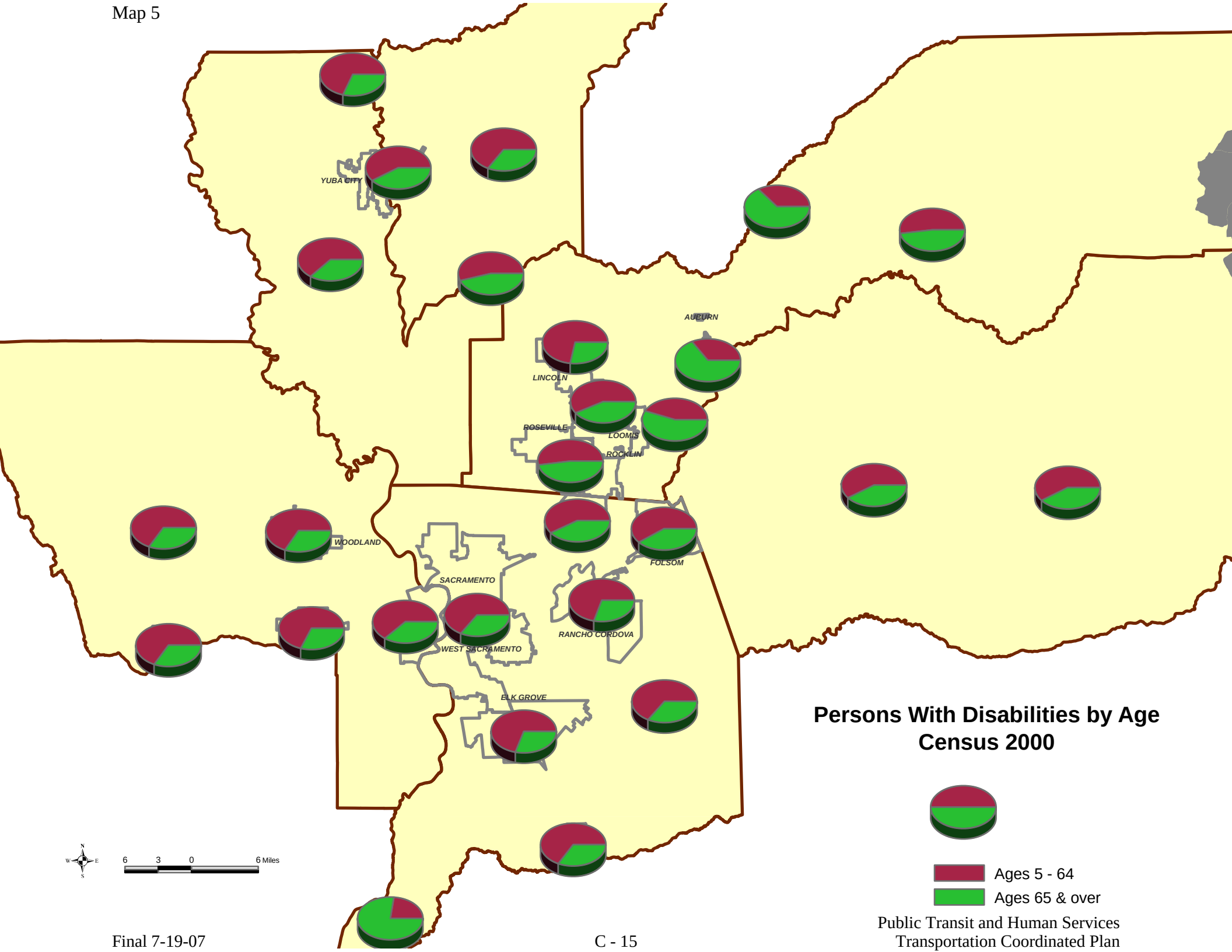
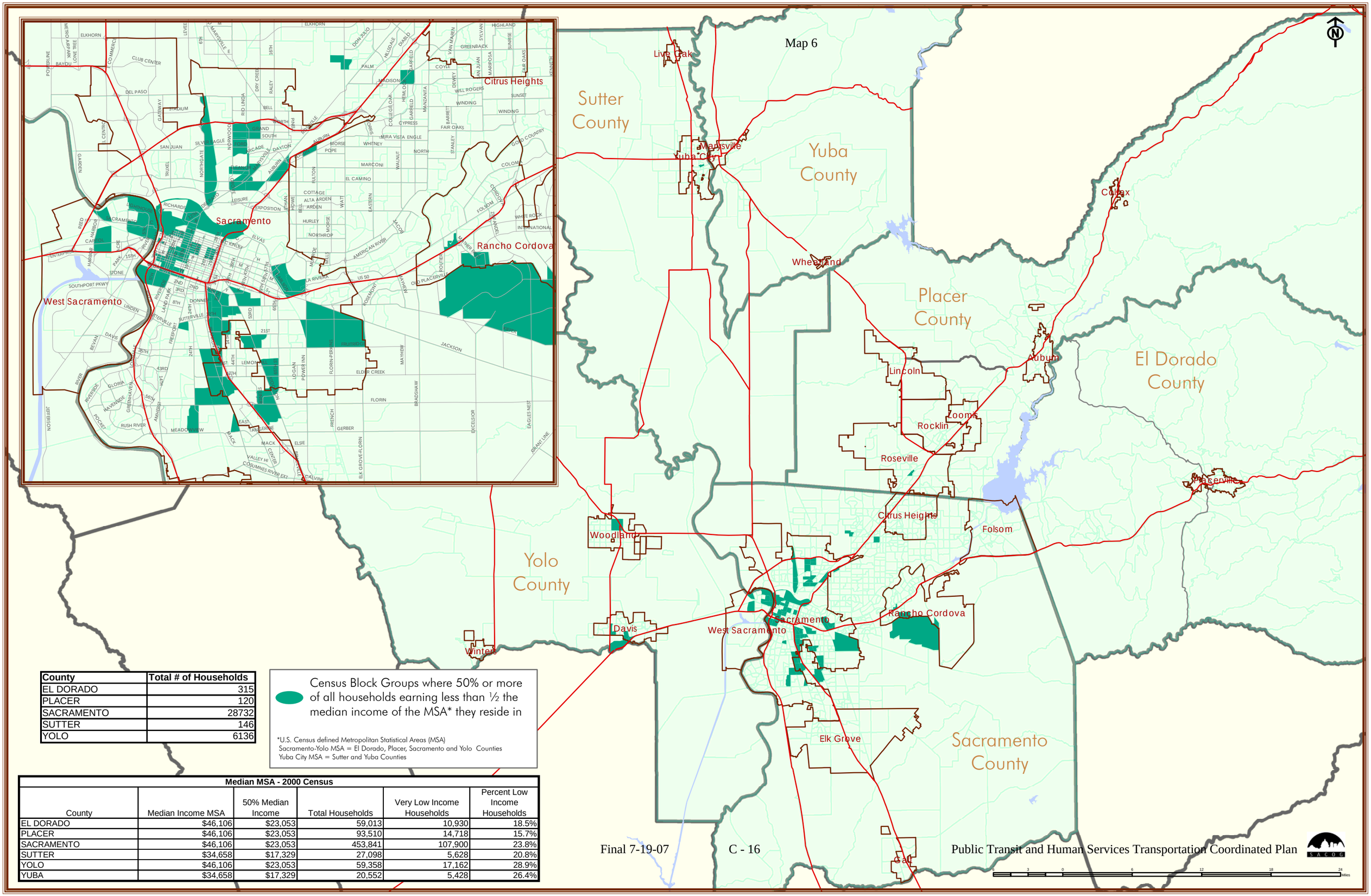
PLACERVILLE
CITRUS HEIGHTS
FOLSOM
WOODLAND
RANCHO CORDOVA
SACRAMENTO
WEST SACRAMENTO
DAVIS
WINTERS
ELK GROVE
GALT
ISLETON
6 3 0 6 Miles
Persons 65 years & over per square mile
Census 2000
Fewer than 25
25 - 99.9
100 - 499.9
500 - 999.9
1000 or more

Map 5

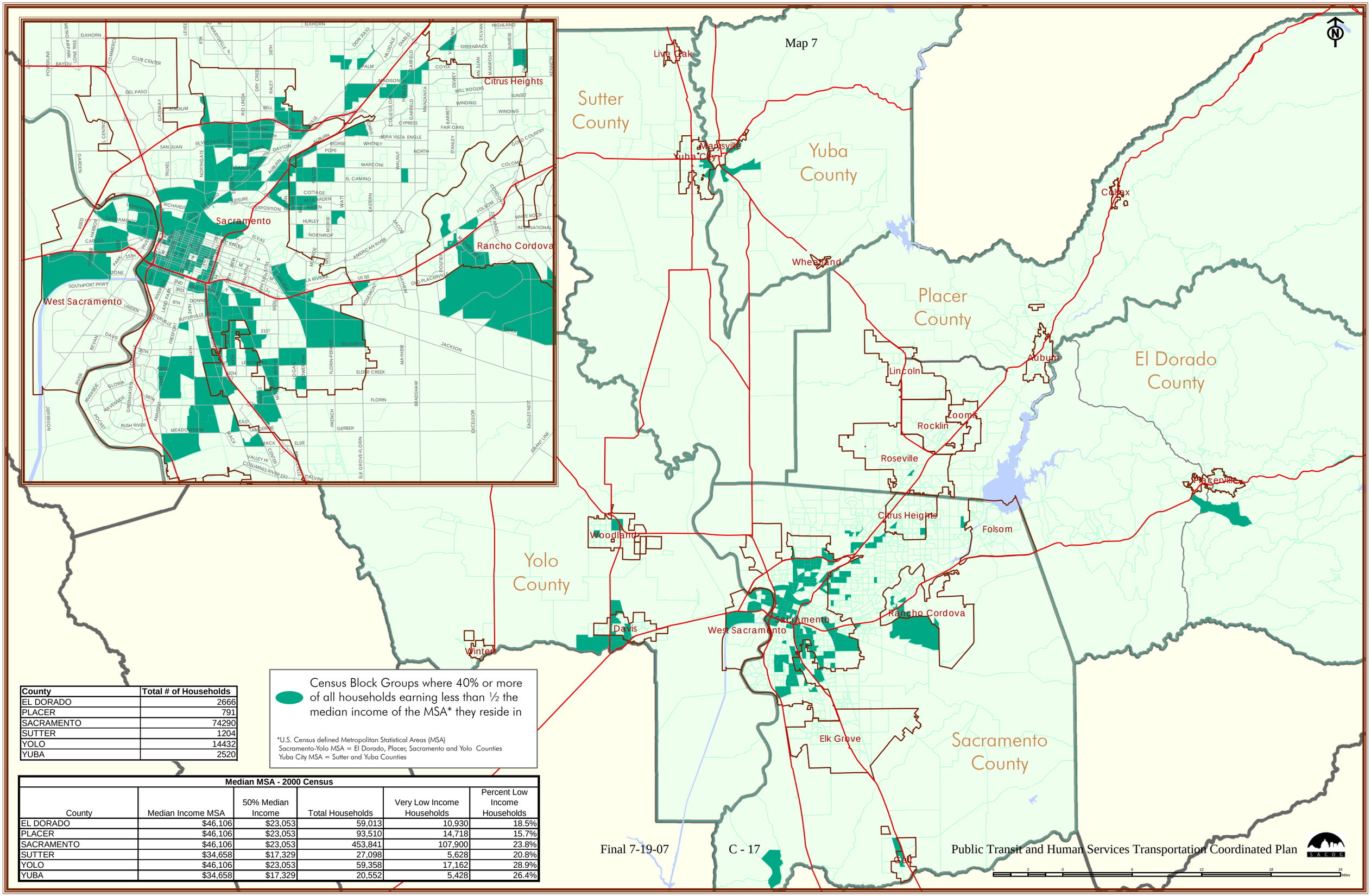

YUBA CITY
AUBURN
LINCOLN
ROSEVILLE
LOOMIS
ROCKLIN
WOODLAND
FOLSOM
SACRAMENTO
RANCHO CORDOVA
WEST SACRAMENTO
ELK GROVE
Persons With Disabilities by Age
Census 2000
Ages 5 - 64
Ages 65 & over
6 3 0 6 Miles



County	Total # of Households
EL DORADO	315
PLACER	120
SACRAMENTO	28732
SUTTER	146
YOLO	6136

Median MSA - 2000 Census

County	Median Income MSA	50% Median Income	Total Households	Very Low Income Households	Percent Low Income Households
EL DORADO	$46,106	$23,053	59,013	10,930	18.5%
PLACER	$46,106	$23,053	93,510	14,718	15.7%
SACRAMENTO	$46,106	$23,053	453,841	107,900	23.8%
SUTTER	$34,658	$17,329	27,098	5,628	20.8%
YOLO	$46,106	$23,053	59,358	17,162	28.9%
YUBA	$34,658	$17,329	20,552	5,428	26.4%



County	Total # of Households
EL DORADO	2666
PLACER	791
SACRAMENTO	74290
SUTTER	1204
YOLO	14432
YUBA	2520

Median MSA - 2000 Census

County	Median Income MSA	50% Median Income	Total Households	Very Low Income Households	Percent Low Income Households
EL DORADO	$46,106	$23,053	59,013	10,930	18.5%
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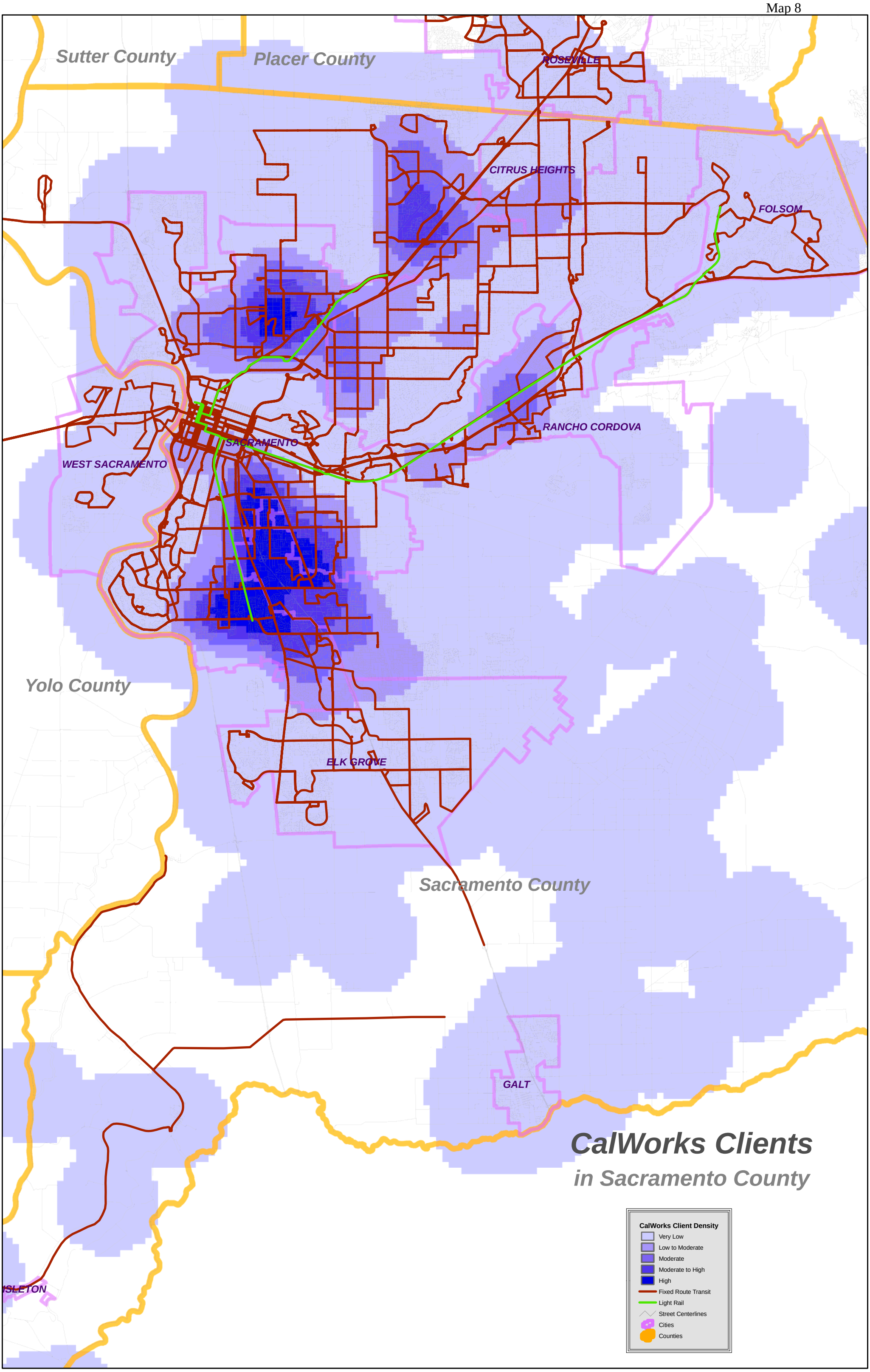
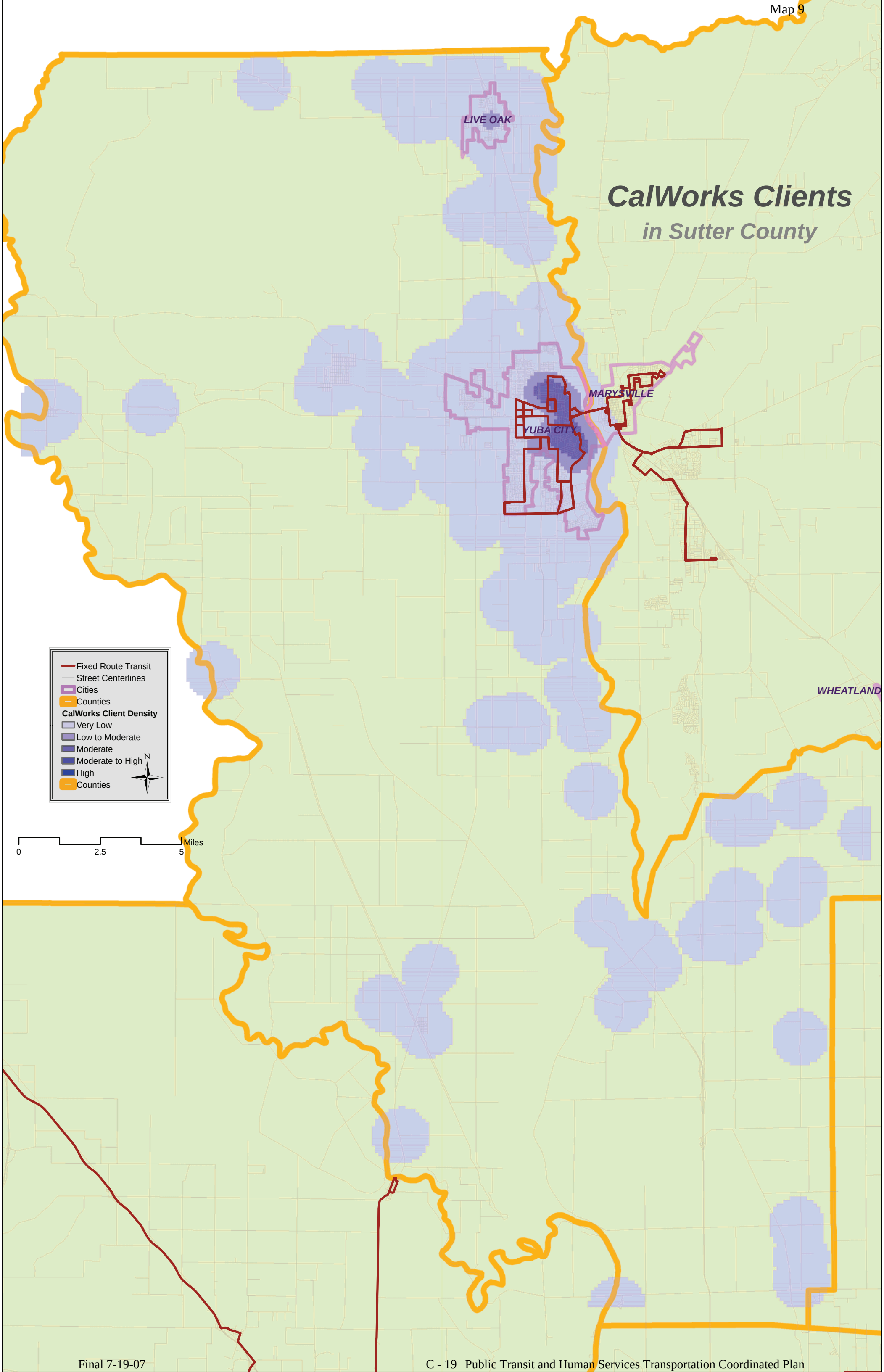
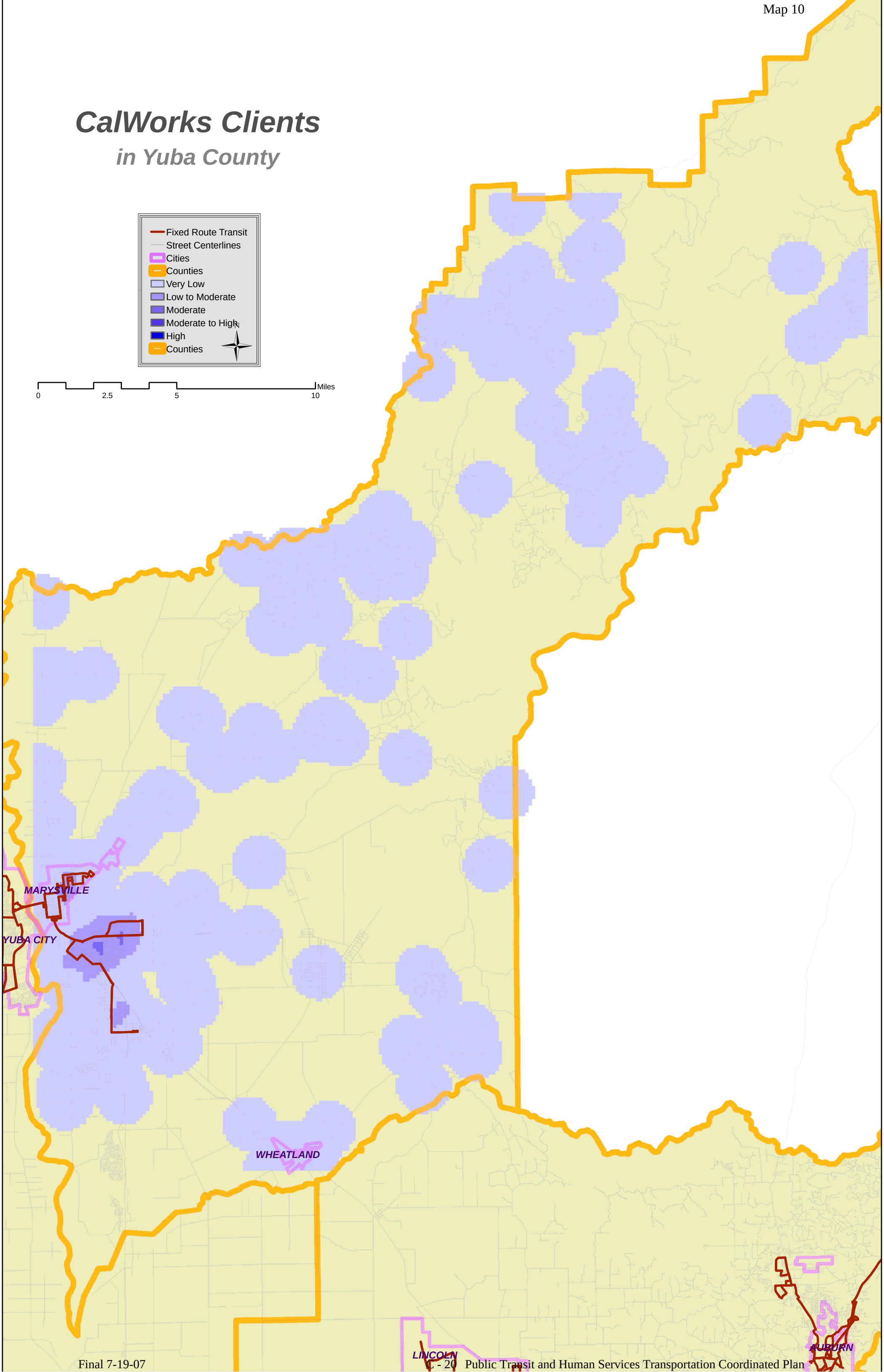
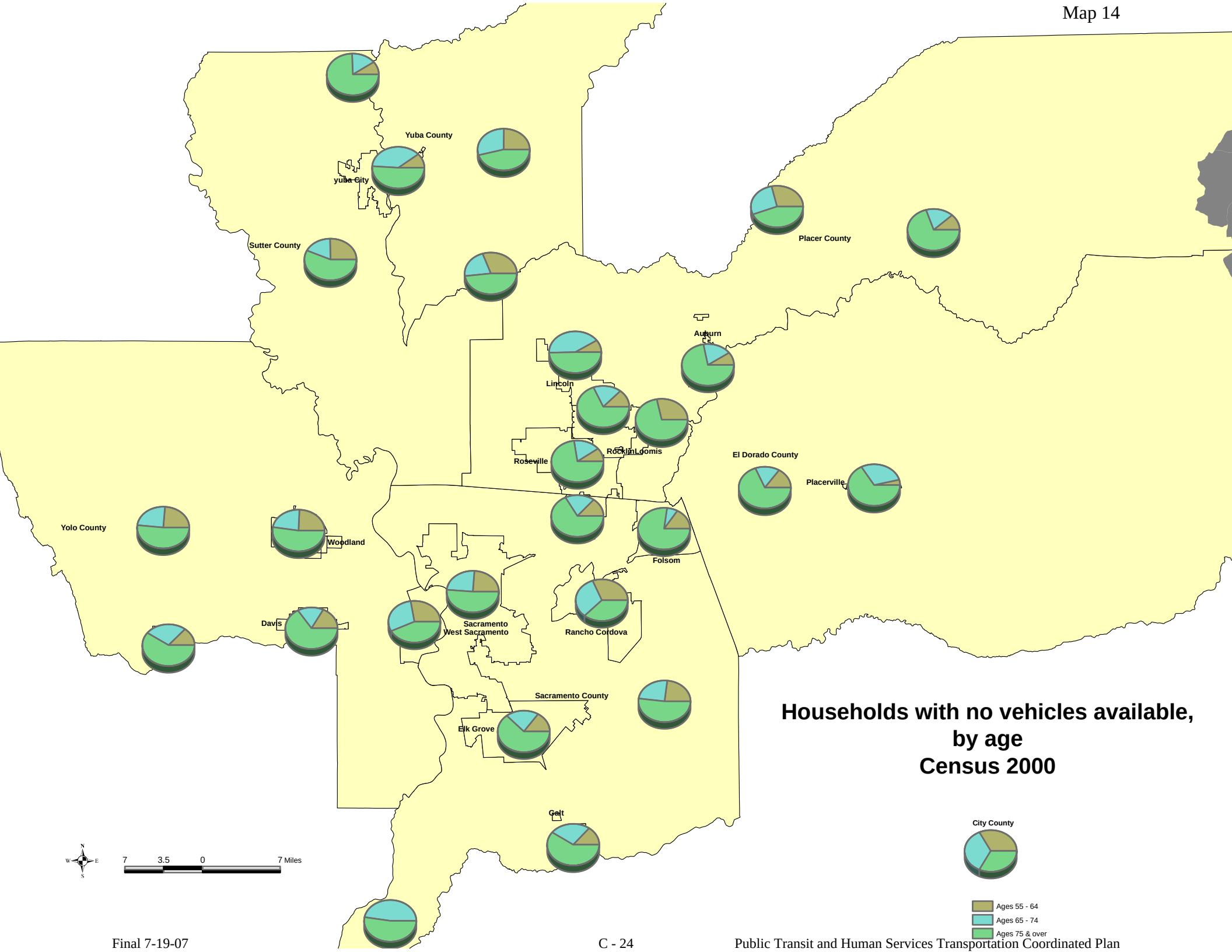

Sutter County
Placer County
ROSEVILLE
CITRUS HEIGHTS
FOLSOM
RANCHO CORDOVA
SACRAMENTO
WEST SACRAMENTO
Yolo County
ELK GROVE
Sacramento County
GALT
ISLETON
CalWorks Clients
in Sacramento County
CalWorks Client Density
Very Low
Low to Moderate
Moderate
Moderate to High
High
Fixed Route Transit
Light Rail
Street Centerlines
Cities
Counties

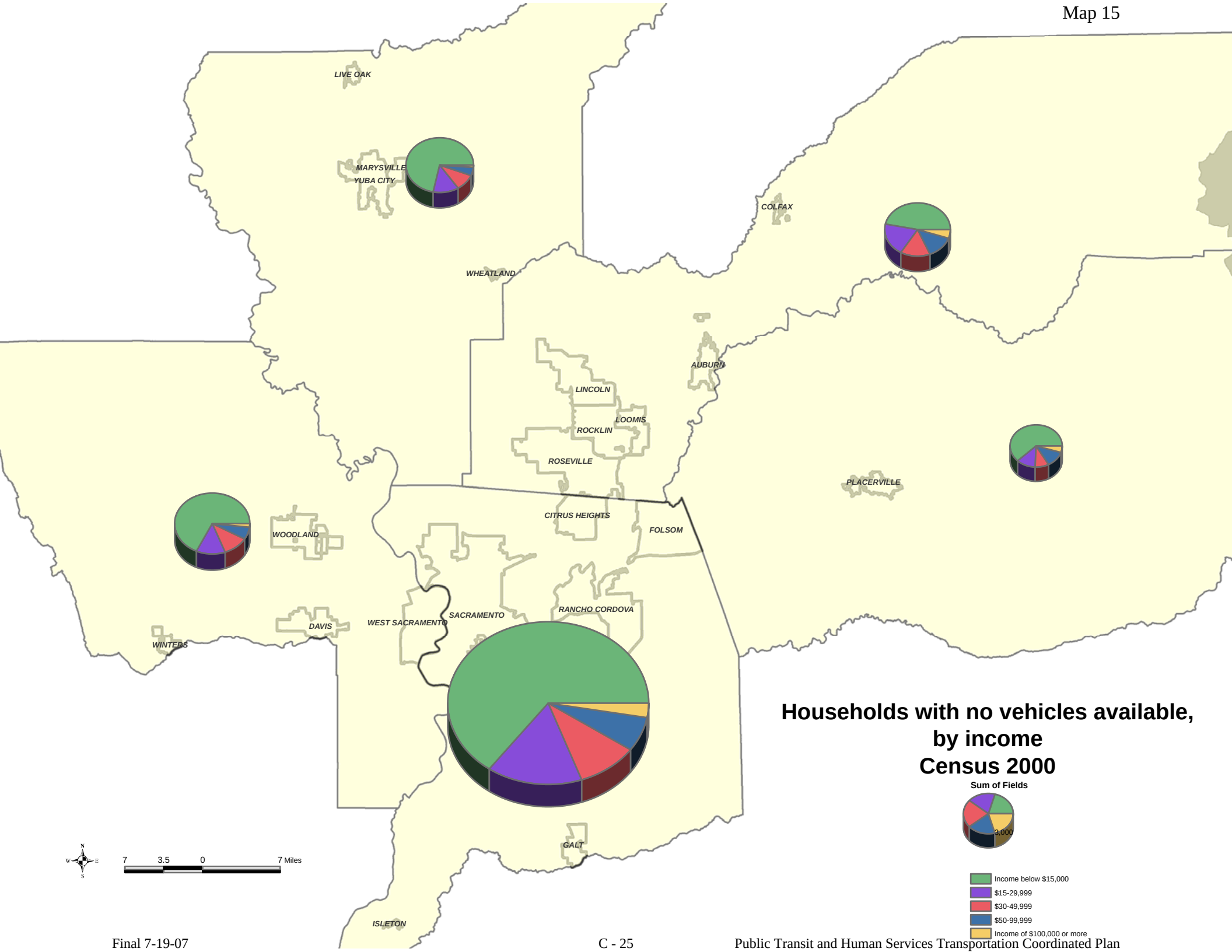

CalWorks Clients
in Sutter County
LIVE OAK
MARYSVILLE
YUBA CITY
WHEATLAND
Fixed Route Transit
Street Centerlines
Cities
Counties
CalWorks Client Density
Very Low
Low to Moderate
Moderate
Moderate to High
High
Counties
N
0
2.5
5
Miles

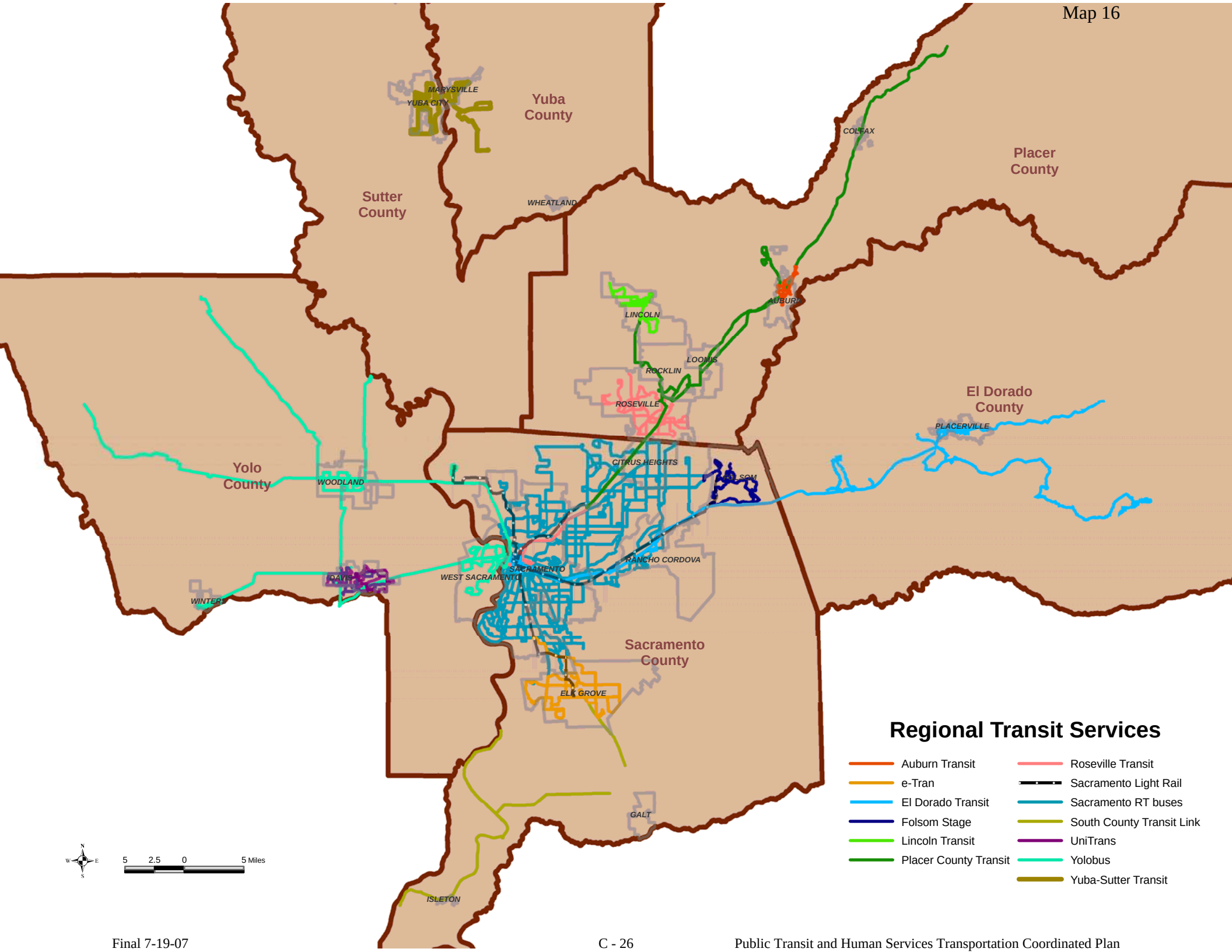
CalWorks Clients

in Yuba County




Yuba County
yuba City
Sutter County
Placer County
Auburn
Lincoln
Roseville
Rocklin
Loomis
El Dorado County
Placerville
Yolo County
Woodland
Folsom
Davis
Sacramento
West Sacramento
Rancho Cordova
Sacramento County
Elk Grove
Galt
Households with no vehicles available,
by age
Census 2000
City County
Ages 55 - 64
Ages 65 - 74
Ages 75 & over
N
W
E
S
7
3.5
0
7 Miles


LIVE OAK
MARYSVILLE
YUBA CITY
WHEATLAND
COLFAX
AUBURN
LINCOLN
LOOMIS
ROCKLIN
ROSEVILLE
PLACERVILLE
CITRUS HEIGHTS
FOLSOM
WOODLAND
DAVIS
WEST SACRAMENTO
SACRAMENTO
RANCHO CORDOVA
WINTERS
GALT
ISLETON
Households with no vehicles available, by income
Census 2000
Sum of Fields
3,000
Income below $15,000
$15-29,999
$30-49,999
$50-99,999
Income of $100,000 or more
7 3.5 0 7 Miles


Yuba County
Sutter County
Placer County
Yolo County
El Dorado County
Sacramento County
MARYSVILLE
YUBA CITY
WHEATLAND
COLFAX
AUBURN
LINCOLN
LOOMIS
ROCKLIN
ROSEVILLE
PLACERVILLE
CITRUS HEIGHTS
FOLSOM
WOODLAND
RANCHO CORDOVA
SACRAMENTO
WEST SACRAMENTO
DAVIS
WINTERS
ELK GROVE
GALT
ISLETON
Regional Transit Services
Auburn Transit
e-Tran
El Dorado Transit
Folsom Stage
Lincoln Transit
Placer County Transit
Roseville Transit
Sacramento Light Rail
Sacramento RT buses
South County Transit Link
UniTrans
Yolobus
Yuba-Sutter Transit
5 2.5 0 5 Miles

Appendix D - Placer County Dial-A-Ride Study (Executive Summary)

To Be Inserted when Available

Appendix E - Senior and Disabled Mobility Study TAC Suggested Implementation Priorities

Senior and Disabled Mobility Study TAC
Suggested Implementation Priorities

Please note that the listed transportation improvements were prioritized by surveying the Technical Advisory Committee for SACOG's Senior & Disabled Mobility Study. The TAC members were asked to prioritize the lists of improvements for each section by ranking them in order of importance from 1 (a lower priority) to 5 (the highest priority). This prioritization represents only the opinion of the Senior & Disabled Mobility Study TAC.

Improvement

AVG.	*Low* 1 2 3 4 5 *High*	Fixed-Route Transit
4.5	*1= 2= 3= 4=IIII 5=IIII*	*Increased driver training, ADA enforcement, stop announcements.
4.4	*1= 2=I 3= 4=II 5=IIIII*	*Increase frequency of service, midday service, and service to rural and underserved areas of counties.
4.4	*1= 2= 3=II 4=I 5=IIIII*	*Provide more alternatives (such as neighborhood and community shuttles, destination-oriented shuttles).
3.9	*1= 2=I 3=II 4=II 5=III*	*Extend service hours in the evening, weekends, and holidays.
AVG.	*Low* 1 2 3 4 5 *High*	**Equipment Recommendations**
4.3	*1= 2= 3=II 4=I 5=IIII*	*Increase low-floor or kneeling buses, assist senior/disabled passengers as needed, increase number of spaces for wheelchair users.
3.6	*1= 2=I 3=III 4=I 5=II*	*Add safety mechanisms on bus doors.
2.9	*1= 2=III 3=II 4=II 5=*	*Evaluate options for providing more space for groceries/shopping bags.
AVG.	*Low* 1 2 3 4 5 *High*	**Transit Stop Recommendations**
4.4	*1= 2= 3= 4=IIIII 5=III*	*Conduct bus stop audits for proximity to major destinations, pedestrian and wheelchair access, markings, security issues, and conditions.
4.3	*1= 2=I 3= 4=III 5=IIII*	*Increase safety at bus and light rail stops through lighting and security.
3.9	*1= 2=I 3=I 4=IIII 5=II*	*Improve cleanliness at bus stops. Increase amenities at bus stops, including shelters, restrooms, bike locker/storage facilities, water fountains.

AVG.	Low 1 2 3 4 5 High	Improvement Demand-Responsive Transportation Services
4.3	*1= 2= 3=II 4=II 5=IIII*	*Expand demand-response services, offer door-to-door assistance, provide same day non-emergency medical transportation.
4.3	*1= 2= 3=I 4=IIII 5=III*	*Increase driver sensitivity training.
3.6	*1= 2= 3=IIII 4=III 5=I*	*Increase availability of regulated, accessible, subsidized local and intercity taxi services.
3.5	*1= 2= 3=IIIII 4=II 5=I*	*Improve passenger notice on changes to pick-ups, routes.
3.5	*1= 2= 3=IIIII 4=II 5=I*	*Establish a community-coordinated volunteer driver program.
AVG.	*Low* 1 2 3 4 5 *High*	**Public Transportation Coordination**
4.1	*1= 2= 3=II 4=III 5=III*	*Improve coordination between transit providers to make seamless system through coordination.
4.0	*1= 2= 3=I 4=IIIIII 5=I*	*Examine alternative options on behalf of communities throughout the region (i.e. grocery shuttles, volunteer voucher program, subsidized taxi services).
3.8	*1= 2=I 3=II 4=III 5=II*	*Work with TMAs on expanding role in neighborhood transportation, and convene taxi companies on community issues.
3.6	*1= 2= 3=III 4=IIIII 5=*	*Identify and develop solutions to eligibility differences for clients of different programs trying to get to same destination.
3.6	*1= 2= 3=IIII 4=III 5=I*	*Convene and coordinate non-emergency, same-day medical appointment transportation.

AVG.	Low 1 2 3 4 5 High	Improvement Roadway Design for New and Existing Areas
4.4	*1= 2= 3=I 4=III 5=IIII*	*Encourage use of universal design principles by local governments in the region.
4.4	*1= 2= 3=II 4=I 5=IIIII*	*Develop and adopt local pedestrian master plans.
4.3	*1= 2= 3=I 4=IIII 5=III*	*Implement local Pedestrian Master Plans and pedestrian access improvements in the planning, design, construction, maintenance and rehabilitation of local transportation infrastructure.
3.9	*1= 2=I 3=II 4=II 5=III*	*Implement roadway measures to increase safety (street sign improvements, traffic calming, pedestrian overpasses etc.)
3.9	*1= 2=II 3=I 4=I 5=IIII*	*Require the consideration of the Federal Highway Administration Older Driver Highway Design Guidelines in SACOG review of federally funded transportation infrastructure projects.
AVG.	*Low* 1 2 3 4 5 *High*	**Pedestrian-Oriented Mixed Use Development**
4.0	*1= 2= 3=III 4=II 5=III*	*Promote pedestrian-oriented mixed use development in local communities as encouraged by the Blueprint.
AVG.	*Low* 1 2 3 4 5 *High*	**Local and Regional Planning**
4.5	*1= 2= 3=I 4=II 5=IIIII*	*Establish and Advisory Committee of seniors and persons with disabilities at SACOG.
4.1	*1= 2= 3=I 4=IIIII 5=II*	*Develop and train city-based Senior/Disabled Mobility Audit Teams to go on-site to review local plans and take part in the transportation project review process at SACOG and local governments.
3.9	*1= 2= 3=IIII 4= 5=III*	*Publicize more widely how to register concerns with transit service and participate in transit unmet needs hearings.
3.5	*1= 2=II 3=III 4= 5=III*	*Develop and post a master calendar of land use and transportation planning meeting in the region.
3.5	*1= 2=II 3=III 4= 5=III*	*Publicize SACOG meetings more widely

AVG.	Low 1 2 3 4 5 High	Improvement Community Design Funding
4.4	*1= 2= 3=I 4=III 5=IIII*	*Encourage cities, counties, transit agencies and others to develop community design grant projects that address senior and disabled mobility within the new SACOG community design grant program.
AVG.	*Low* 1 2 3 4 5 *High*	**Information and Training Programs**
4.6	*1= 2= 3= 4=III 5=IIIII*	*Increase outreach on alternatives to driving and availability of training programs.
4.5	*1= 2= 3=I 4=II 5=IIIII*	*Establish mobility training programs in all jurisdictions.
4.4	*1= 2= 3=II 4=I 5=IIIII*	*Better publicize the effects of housing choices on senior and disabled mobility, and the public costs of individual choices to locate away from transportation services.
4.0	*1= 2= 3=II 4=IIII 5=II*	*Expand and promote cane travel training for people who are blind/visually impaired.
4.0	*1= 2=I 3=I 4=III 5=III*	*Increase outreach and information on Senior Driver Safety Courses, CarFit program

SACRAMENTO AREA COUNCIL OF GOVERNMENTS

RESOLUTION NO. 55 – 2007

APPROVING SACOG PUBLIC TRANSIT AND HUMAN SERVICES TRANSPORTATION COORDINATED PLAN

WHEREAS, the Sacramento Area Council of Governments (SACOG) is the Metropolitan Planning Organization and the Regional Transportation Planning Agency responsible for transportation planning in the Sacramento region; and

WHEREAS, SACOG is responsible for preparing and adopting the Metropolitan Transportation Plan and the Metropolitan Transportation Improvement Program; and

WHEREAS, SACOG is the designated recipient for Federal Transit Administration (FTA) Job Access and Reverse Commute program (Section 5316) and New Freedom program (Section 5317) fund in the Sacramento Urbanized Area, as designated by the Census 2000 with all 5316 and 5317 projects to come from a locally developed coordinated public transit/human services transportation plan; and

WHEREAS, SACOG has reviewed and followed the March 23, 2006, September 6, 2006 and March 29, 2007 Federal Register requirements reflecting the FTA elements of a coordinated plan; and

WHEREAS, SACOG has completed the SACOG Public Transit and Human Services Transportation Coordinated Plan for the six counties it serves including the rural, small urbanized and large urbanized areas; and

WHEREAS, SACOG will submit the SACOG Public Transit and Human Services Transportation Coordinated Plan to the appropriate State of California and U.S. Federal agencies;

NOW THEREFORE, BE IT RESOLVED, that SACOG certifies that:

1. SACOG has completed the regional SACOG Public Transit and Human Services Transportation Coordinated Plan as required by the *Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users* (SAFETEA-LU).

2. Projects funded will be generally based on the SACOG Public Transit and Human Services Transportation Coordinated Plan.

3. Projects funded will be included in the Metropolitan Transportation Improvement Program (TIP).

4. The projects funded will be consistent with SACOG's adopted Metropolitan Transportation Plan (MTP).

PASSED AND ADOPTED this 19th day of July 2007, by the following vote of the Board of Directors:

AYES: Directors Asmundson, Barrington, Billeci, Bruins, Budge, Cabaldon, Clare, Colvin, Cooper, Dickinson, Fargo, Flory, Fortino, Gray, Hammond, Hanley, Hill, MacGlashan, Miklos, Peters, Rockholm, Scherer, Schrader, Silva, Thomson and Chair Dupray

NOES: None

ABSTAIN: None

ABSENT: Directors Anderson, Blackmun, Corsaut, Cosgrove, and McBride

Rusty Dupray
Chair

Mike McKeever
Executive Director

WHAT WE DO

The Sacramento Area Council of Governments (SACOG) is an association of Sacramento Valley governments formed from the six regional counties—El Dorado, Placer, Sacramento, Sutter, Yolo and Yuba—and 22 member cities. SACOG's directors are chosen from the elected boards of its member governments. SACOG's primary charge is to provide regional transportation planning and funding, as well as a forum for the study and resolution of regional issues. In this role, SACOG prepares the region's long-range transportation plan; approves distribution of affordable housing around the region; keeps a regionwide database for its own and local agency use; helps counties and cities use federal transportation funds in a timely way; assits in planning for transit, bicycle networks, clean air and airport land uses; and has undertaken the Blueprint Project to link transportation and land development more closely. SACOG has an annual operating budget of about $12.8 million, funded from local, regional, state and federal transportation funds. It has a staff of about 50, including employees and consultants.

EXECUTIVE STAFF

Mike McKeever
Executive Director

Peter Hathaway
Director of Transportation Planning

Kenneth Hough
Director of Community Planning & Operations

Karen Wilcox
Director of Finance

Gordon Garry
Director of Research and Analysis

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Barbara Bechtold
Associate Planner SACOG

Sharon Sprowls
Interim Executive Director Odyssey (Transportation Consulting)

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Senior Supervising Planner

Matt Carpenter
Senior Supervising Planner

Ed Coviello
Assistant Planner

Laura Bell
GIS Analyst