
COORDINATED PUBLIC TRANSIT – HUMAN
SERVICES TRANSPORTATION PLAN
ALPINE COUNTY

Final Plan

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GLOSSARY OF ACRONYMS

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

1. INTRODUCTION¹

PURPOSE OF THE PLAN

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

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

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

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

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

¹ Language and information from this section was taken from the 2008 Alpine County Coordinated Plan and the 2013 Coordinated Plan Update for the San Francisco Bay Area, Humboldt, and Amador Counties

² Language taken from *2004 Executive Order: Human Service Transportation Coordination*. Issued by George W. Bush, February 24, 2004. <http://georgewbush-whitehouse.archives.gov/news/releases/2004/02/20040224-9.html>

21st Century (MAP-21), which replaced SAFETEA-LU, was signed into law on July 6, 2012; it is the nation’s key surface transportation program. Under MAP-21, only funds under the expanded Elderly Individuals and Individuals with Disabilities (Section 5310) program are subject to the coordinated-planning requirement.³

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

UPDATE APPROACH

Updating the coordinated plan consisted of the following tasks:

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

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

- 1) An assessment of the transportation needs for transportation disadvantaged populations (seniors, people with disabilities, and people with low incomes)
- 2) Inventory of existing transportation services
- 3) Strategies for improved service and coordination
- 4) Identify priorities based on resources, time, and feasibility

³ MAP-21 consolidated Section 5310 & Section 5317 programs into a single expanded Elderly and Disabled (Sec. 5310) program. MAP-21 also consolidated the Section 5311 & Section 5316 programs, but currently there is not a coordinated-planning requirement for the expanded Formula Grants for Other than Urbanized Areas (Sec. 5311) program.

⁴ U.S. Department of Transportation, FTA. Circular: FTA C 9070.1G “*Enhanced Mobility of Seniors and Individuals and Individuals with Disabilities Program Guidance and Application Instructions*.” Page V-2. June 6, 2014.
http://www.fta.dot.gov/documents/C9070_1G_FINAL_circular.pdf

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

OUTREACH

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

- Stakeholder meeting on October 8, 2014 at 1:00pm at Alpine County Administrative Office Building Board Chambers in Markleeville
- Public meeting on October 8, 2014 at 3:00pm at Alpine County Administrative Office Building Board Chambers in Markleeville
- Online surveys on surveymonkey.com: one for stakeholders and one for the general public.
- Toll-free phone in number to make arrangements to do survey over the phone or request a hard copy of a survey to be mailed
- Hard copy of survey emailed to agencies to distribute to their community/clients
- Hard copies of public survey distributed at public meetings with postage paid envelopes
- Solicited written comments through email or mail

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

MAP-21

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

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

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

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

FUNDING FOR PUBLIC TRANSPORTATION IN RURAL CALIFORNIA

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

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

Federal transit funding programs require local matching funds. Each federal program requires that a share of total program costs be derived from local sources and may not be matched with other federal Department of Transportation funds. Examples of local matches, which may be used for the local share, include state or local appropriations, non-DOT federal funds, dedicated tax revenues, private donations, revenue from human service contracts, private donations, and revenue from advertising and concessions. Non-cash funds, such as donations, volunteer services, or in-kind contributions, may be an eligible local matching source; however, the documentation for this is extensive and usually not practical for rural agencies.

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

FEDERAL FUNDING SOURCES

FTA SECTION 5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM⁶
This program provides formula funding to increase the mobility of seniors and persons with disabilities. Funds are apportioned based on each state's share of the targeted populations and are apportioned to both non-urbanized (population under 200,000) and large urbanized areas (population over 200,000). The former New Freedom program (Section 5317) is folded into this program. The New Freedom program provided grants for services for individuals with disabilities that went beyond the requirements of the Americans with Disabilities Act (ADA). Activities eligible under New Freedom are now eligible under the Section 5310 program.

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

Section 5310 Overview:

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

Statewide Funding Formula:

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

Funding:

- Funds are apportioned for urban and rural areas based on the number of seniors and individuals with disabilities.

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

- Federal share for capital projects, including acquisition of public transportation services is 80%.
- Federal share for operating assistance is 50%.

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

FTA SECTION 5311 FORMULA GRANT FOR RURAL AREAS⁸

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

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

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

Eligible projects under 5311 are as follows:

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

The funds are formula based:

Rural Formulas:

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

Tribal Programs:

⁷ “FY Apportionment Tables.” U.S. Department of Transportation-Federal Transit Administration.

http://www.fta.dot.gov/12853_14875.html

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

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

Eligible Recipients:

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

TOLL CREDIT FUNDS IN LIEU OF NON-FEDERAL MATCH FUNDS⁹

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

NON-TRADITIONAL TRANSPORTATION PROGRAM FUNDING

TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

Prior to MAP-21, apportionments of Transportation Enhancements (TE)¹⁰ were included in the State Transportation Improvement Program (STIP) for each region. MAP-21 replaced TE with the Transportation Alternatives Program (TAP) which is funded at 2% of the total of all MAP-21 programs with set-asides. TAP projects must be related to surface transportation, but are intended to be enhancements that go beyond the normal transportation project functions. Eligible activities include Transportation Enhancements; Recreational Trails; Safe Routes to Schools program; and planning, designing, or constructing roadways within the right-of-way of former interstate routes or other divided highways.

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

⁹ Language and information from this section was taken from the 2013 Coordinated Plan Update for Trinity County

¹⁰ MAP-21 replaced TE with the Transportation Alternatives Program (TAP).

¹¹ “Caltrans Active Transportation Program (ATP).” <http://catsip.berkeley.edu/caltrans-active-transportation-program-atp>

STATE FUNDING SOURCES

TRANSPORTATION DEVELOPMENT ACT (TDA)¹²

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

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

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

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

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)¹⁴

The STIP is a biennial five year plan adopted by the Commission for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements. State law requires the California Transportation Commission to update the STIP biennially, in even-numbered years, with each new STIP adding two new years to prior programming commitments. The current structure of the STIP was initiated by SB45 in 1997. The STIP is constrained by the amount of funds estimated to be available for the STIP period in the fund estimate, which is developed by Caltrans and adopted by the Commission every other odd year. The amount available for the STIP is then constrained by formulas

¹² Language and information from this section was taken from the 2013 Coordinated Plan Update for Humboldt County

¹³ The concept of “unmet needs that are reasonable to meet” is discussed later in this report.

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

for regional and interregional shares per Streets and Highways Code (Sections 164, 187, 188 and 188.8). The 2014 STIP was adopted in March 2014, and the next STIP must be adopted by April 1, 2016.¹⁵

SOCIAL SERVICES FUNDING SOURCES¹⁶

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

OLDER AMERICANS ACT (OAA)

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

REGIONAL CENTERS

Regional centers are nonprofit private corporations that contract with the Department of Developmental Services to provide or coordinate services for individuals with developmental disabilities. They have offices throughout California to provide a local resource to help find and access the many services available to individuals and their families. There are 21 regional centers with more than 40 offices located throughout the state. Regional Centers provide a number of support services, including transportation services. Transportation services are provided so persons with a developmental disability may participate in programs and/or other activities identified in their Individual Program Plan (IPP). A variety of sources may be used to provide transportation through public transit; specialized transportation companies; day programs and/or residential vendors; and family members, friends, and others. Transportation services may include help in boarding and exiting a vehicle as well as assistance and monitoring while being transported.¹⁷

MEDI-CAL

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

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

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

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

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

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

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

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

CONSOLIDATED HEALTH CENTER PROGRAM (BUREAU OF PRIMARY HEALTH CARE)

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

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

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

SUBSTANCE ABUSE PREVENTION & TREATMENT BLOCK GRANT

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

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

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

CHILD CARE & DEVELOPMENT FUND (ADMINISTRATION FOR CHILDREN & HUMAN SERVICES)

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

DEVELOPMENTAL DISABILITIES PROJECTS OF NATIONAL SIGNIFICANCE (ADMINISTRATION FOR CHILDREN AND FAMILIES)

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

HEAD START (ADMINISTRATION FOR CHILDREN AND FAMILIES)

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

TEMPORARY ASSISTANCE TO NEEDY FAMILIES (TANF)/CALWORKS

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

COMMUNITY DEVELOPMENT BLOCK GRANTS (CDBG)²⁰

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

The annual CDBG appropriation is allocated between States and local jurisdictions called “non-entitlement” and “entitlement” communities, respectively. Entitlement communities are comprised of central cities of Metropolitan Statistical Areas (MSAs); metropolitan cities with populations of at least 50,000; and qualified

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

urban counties with a population of 200,000 or more (excluding the populations of entitlement cities). States distribute CDBG funds to non-entitlement localities not qualified as entitlement communities.

OTHER SOURCES

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

PRIVATE AND NON-PROFIT FOUNDATIONS

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

SERVICE CLUBS AND FRATERNAL ORGANIZATIONS

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

AB 2766 VEHICLE AIR POLLUTION FEES

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

TRAFFIC MITIGATION FEES

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

ADVERTISING

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

CONTRACT REVENUES

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

EMPLOYER AND MEMBER TRANSPORTATION PROGRAMS

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

IN-KIND

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

2. DEMOGRAPHICS PROFILE

DESCRIPTION AND DEMOGRAPHIC SUMMARY²¹

Alpine County, California's least populated county, is 723 square miles in area. The county is situated along the crest of the Sierra Nevada in east-central California; the landscape is characterized by high rugged peaks and ridges, deep canyons, mountain meadows, and numerous streams and lakes. According to the 2010 Census, the County's population per square mile is 1.59. More than 90% of Alpine County's land area is federally owned and administered by the U.S. Forest Service or Bureau of Land Management.

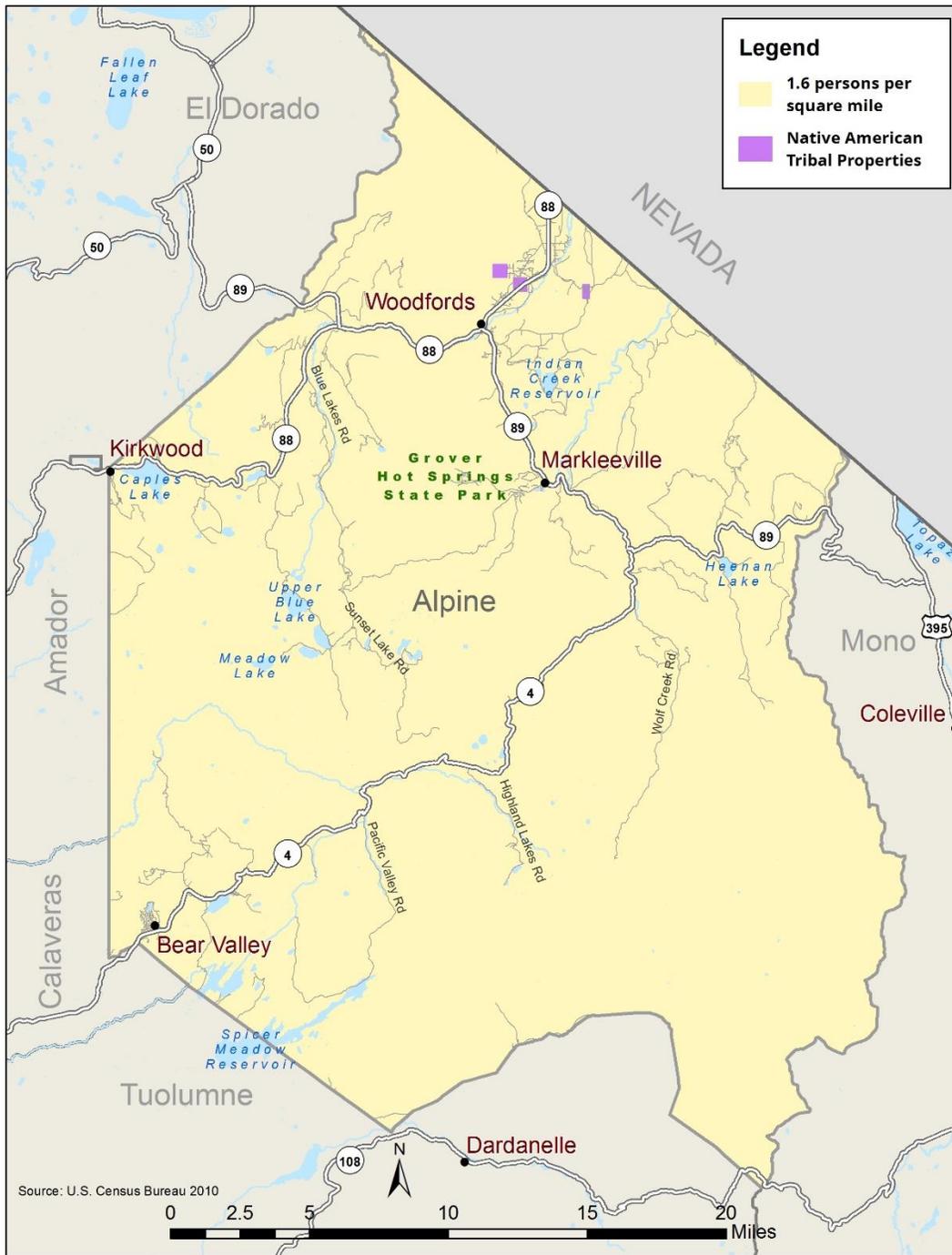
During the silver rush of the mid-1800s, Alpine County's population reached 11,000. However, by 1868 local mining proved to be a disappointment, and the population declined to 1,200. The early 20th century saw the population drop as low as 200 but with the development of ski areas at Bear Valley and Kirkwood in the 1960s and 1970s, the population has risen to the current level of approximately 1,200.

Most of the population lives near or in the communities of Markleeville, Woodfords, Bear Valley, or Kirkwood. An estimated 2 million people visit Alpine County each year for tourism. In addition to permanent residents, Alpine County has many second home residents, particularly in the Bear Valley and Kirkwood areas. Many of the housing units in the County are used primarily as vacation homes. During peak winter weekends, when the resorts at Bear Valley and Kirkwood are near capacity, the Alpine County population is likely upwards of 10,000.²²

²¹ The language and information from this section were taken from Alpine County's 2008 Coordinated Plan-Human Services Transportation Plan and the draft of 2012-2013 Overall Work Plan (Local Transportation Commission)

²² Alpine County General Plan-Draft Circulation Element (January 2010). Found at http://alpineca.granicus.com/MetaViewer.php?view_id=2&clip_id=218&meta_id=26372

FIGURE 1 ALPINE COUNTY POPULATION DENSITY MAP: CENSUS 2010

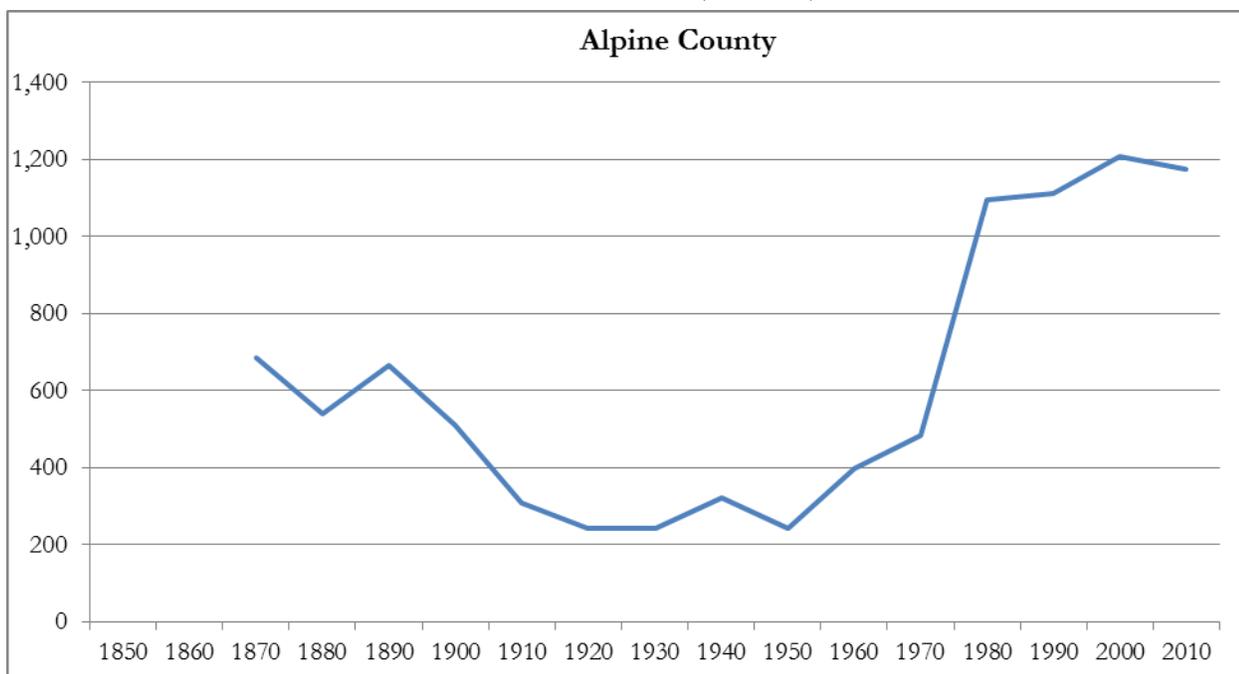


COUNTY DATA

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

Figure 2 and Table 1 below provide some population characteristics, including details of the key demographic groups for this report: seniors, individuals with disabilities, and low income residents. For comparison, the total population and percent of these demographic groups is also presented for California as a whole.²³

FIGURE 2 POPULATION TREND IN ALPINE COUNTY (1870-2010)



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

²³ Data from the State of California’s Department of Finance is also referenced in this section. Note that the data from the U.S. Census Bureau and Department of Finance slightly differ from one another because of years the data represent as well as differences in the sources of data and methodology of calculation.

TABLE 1 BASIC POPULATION CHARACTERISTICS

Area	Total Population	% of state population	% persons aged 65+	% persons w/ disability(ies)	% poverty level
United States	311,536,594	-	13.4%	12.1%	15.4%
California	37,659,181	-	11.8%	10.1%	15.9%
Alpine County	1,165	0.003%	19.4%	17.9%	16.6%

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

LOW-INCOME RESIDENTS

According to 2013 American Community Survey (ACS) 5-Years Estimates data, 16.6% of the population in Alpine County for whom poverty status is determined live below the poverty level. The ACS determines poverty status for different age, race, and gender groups.

PEOPLE WITH DISABILITIES²⁴

According to the American Community Survey (ACS) 2013 5-Year data, 17.9% of the non-institutionalized population of Alpine County population has a disability. Alpine’s population with disabilities is higher than the state and national rates. Individuals over the age of 65 are more likely to have an ambulatory difficulty, while those between 18 and 64 are more likely to have an ambulatory and/or independent living difficulty.

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

OLDER ADULTS

According to the American Community Survey (ACS) 2013 5-Year data, 19.4% of Alpine County is age 65 and over. To better understand how the older adult population in Alpine County is changing, please refer to Table 2. Table 2 shows the total number of older adults (65 and older) in 2010 along with projections for every decade until 2060.

In 2010, 14% of Alpine County’s population was age 65 or older. Between 2010 and 2030, the number of people 65 and older overall is expected to more than double, and by 2040, it is estimated that approximately 33.2% of the county will be a senior citizen. According to the U.S. Census Bureau’s American Community Survey’s 2013 5-Year Estimate data, 36.3% of the non-institutionalized population in Alpine County that is 65 and older has a disability.

²⁴ “Disability.” ACS. <https://www.census.gov/people/disability/methodology/acs.html>

²⁵ For more information, please visit the Census Bureau’s page on Disability and American Community Survey at <https://www.census.gov/people/disability/methodology/acs.html>

TABLE 2 POPULATION PROJECTIONS

Age Group	2010	2020	2030	2040	2050	2060	Population Change 2010- 2060
Under 65	1,001	865	775	782	837	902	-9.9%
65-74 (Young Retirees)	107	212	198	151	96	86	-20.0%
75-84 (Mature Retirees)	51	72	153	146	110	77	51.8%
85+ (Seniors)	5	23	40	92	102	82	1661.5%
Subtotal Pop: Age 65+	162	307	391	390	309	245	50.9%
% Older Adults	14.0%	26.2%	33.5%	33.2%	26.9%	21.4%	

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

3. EXISTING TRANSPORTATION RESOURCES

This section documents the various transit providers and resources serving Alpine County residents, including public, private, and social service providers. Some of the services mentioned below may overlap, meaning one service may service multiple locations, counties, etc.

PUBLIC TRANSIT SERVICE²⁶

ALPINE COUNTY

Public transit services in Alpine County are managed and operated by the Alpine County Community Development Department. Alpine County operates a demand response service called Dial-a-Ride three days a week to South Lake Tahoe, Markleeville, Woodfords, and Hung-A-Lel-Ti as well as the the Minden/Gardnerville area and Carson City in Nevada. Special needs service to medical and social service appointments is available one additional day for the full cost of the trip and may travel as far as Truckee, Reno, Sacramento, or Placerville.²⁷

Service Operation Details:

- Monday, Tuesday, and Wednesdays between 8am and 5pm.
- Thursday for medical, social security, and other special needs trips (by appointment)
- No service on county holidays
- No new pick-ups after 4:30pm

In October 2013, Alpine County ordered a new transit vehicle with plans to start service later in 2014. The new transit vehicle has 8-passenger seats, one wheelchair tie-down, and automatic drop-down chains for operation during winter months. The new transit vehicle began service on September 29, 2014.

SOCIAL SERVICE TRANSPORTATION

AREA 12 AGENCY ON AGING (AAA)

The Area 12 Agency on Aging provides services to a multi-county region that includes Alpine County. The Agency on Aging typically provides Title IIIB funds to provide transportation services for adults over 60 years of age. In Alpine County the transportation program chose not to apply for AAA funding due to the complexity of the administrative requirements associated with a relatively small amount of funding.

²⁶ Information and language from this section was from the Alpine County page on Dial-a-Ride. Found here:

<http://www.alpinecountyca.gov/index.aspx?NID=159>

²⁷ Alpine County Transit for Fiscal Years 2009/2010 and 2011/2012.

http://alpineca.granicus.com/MetaViewer.php?view_id=2&clip_id=341&meta_id=38813

ALPINE COUNTY DEPARTMENT OF HEALTH AND HUMAN SERVICES (DHHS)

Alpine County DHHS operates a fleet of cars to transport clients to agency sponsored programs, therapy, medical, dental, or court appointments. Clients include persons with disabilities, individuals with low incomes, older adults, and children/youth.

ALPINE COUNTY UNIFIED SCHOOL DISTRICT AND OFFICE OF EDUCATION

Bus service is provided for students to Diamond Valley Elementary, Alpine County Secondary CDS, Alpine County Opportunity School, Early Learning Center Pre-School, Douglas High School, Pau-Wa-Lu Middle School, and Aspire High School. Services operate Monday through Friday. Services vary by school but are concentrated in the morning and afternoon/early evening.

PRIVATE SERVICE

MINDEN TAXI

Minden Taxi is the only private taxi service operating in Alpine and Douglas counties.

SKI RESORTS

The ski resorts offer limited transportation to and from the resort. The free Bear Valley Village shuttle operates daily during the ski season and transports guests between the Bear Valley Village and the ski resort at the top of Mt. Reba Road. On weekdays the shuttle operates on an hourly schedule between 8:00 AM and 4:00 PM with a break in service between 1:00 PM and 2:00 PM. On weekends the shuttle operates on a half-hourly schedule from 8:00 AM to 5:00 PM.

Ryan Express operates a Kirkwood Shuttle between major lodging properties and the South Y transit center in the city of South Lake Tahoe and Kirkwood Ski Resort. One round trip is offered daily for arrival at the resort around 9:00 AM. Amador Regional Transit System (ARTS) also offers a ski shuttle to Kirkwood from Jackson in Amador County. The bus departs the ARTS terminal around 6:30 AM and arrives at Kirkwood around 8:30 AM. Finally, Kirkwood shuttles ski resort employees between South Lake Tahoe and the resort.²⁸

INTERREGIONAL TRANSPORTATION SERVICES

AMTRAK

Although there is no direct service in Alpine County, there are Amtrak train or bus services in Reno and South Lake Tahoe. Alpine County residents can reach these stations with the help of other services.

GREYHOUND

Although there is no direct service in Alpine County, there is Greyhound service in Reno. Alpine County residents can reach these stations with the help of other services.

²⁸ Chapter 2 of Alpine County 2010 Regional Transportation Plan. Found here:
<http://www.lctahoe.com/Alpine%20RTP/Chapter2.pdf>

DOUGLAS AREA RURAL TRANSIT (DART)

Although DART doesn't come to Alpine County, Alpine County residents can access DART Express service in Minden or South Lake Tahoe. DART Express is a public fixed route designed to transport passengers who seek access to Minden, Gardnerville, and the Gardnerville Ranchos. Specific transfer points have been built into the route to be shared with Tahoe Transportation District for passengers seeking to ride north to Carson City or to South Lake Tahoe and Stateline Ski Areas.

For visitors and residents of Douglas County, the DART Express Route offers transportation to points of interest such as: Tillman Center (Bowling Alley), Carson Valley Medical Center, Shopping Centers (Smiths and Raleys) located in Gardnerville, Herbig Park, Senior Center, Carson Valley Inn, Library, and Carson Valley Swim Center.²⁹

TAHOE TRANSPORTATION DISTRICT: SOUTH SHORE SERVICES

The South Shore area's coordinated transit system includes local fixed-route bus service and commuter bus service connecting the area with Carson City and the Carson Valley. The system also includes winter ski shuttles, summer trolley service to Emerald Bay, and summer bus service between Incline Village and Sand Harbor.

²⁹ Language and information taken from the Douglas Area Rural Transit (DART) Express page. Found here: <http://www.douglascountynv.gov/791/DART-Express>

4. COORDINATION OF SERVICES

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

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

CTSA's present riders with a range of mobility options by coordinating providers and human and social service agencies. Coordination with multiple providers enables CTSA's to increase the availability and cost-effectiveness of specialized transportation services, attempt to prevent service duplication, and improve the quality and utilization of services. CTSA's also work to increase public awareness of specialized transportation options.³⁰ There is no entity in Alpine County that carries out all these functions due to limited resources and the small size of the county.

Research revealed that while most rural counties have a designated CTSA, many CTSA's are not very active in pursuing coordination opportunities. This situation often is the result of two local conditions:

1. Lack of Staff Resources to Pursue Coordination

Small transit agencies are often the designated CTSA for their counties. While such designation is intended to carry with it the responsibility to work actively to coordinate the services of local organizations including the transit operator, small agencies often do not have the staff to carry out this task. Existing staff focus on day-to-day operations management, service planning, and overall compliance with regulations. While supporting the concept of coordination, small agencies do not have sufficient resources to support a dedicated position to outreach, planning, and organizing that is often required for effective coordination.

Pursuing funding for additional support is also difficult as completing grant applications can be time intensive. While larger agencies often have staff dedicated to the preparation of grant applications, smaller agencies usually assign this responsibility to the transit manager or other administrative personnel. These individuals may not have the time or the expertise to seek out grant opportunities and submit applications.

³⁰ Language and information from this section was taken from the 2013 Coordinated Plan Update for the SF Bay Area

2. Lack of Sufficient Funds to Accomplish Meaningful Results

Grant amounts available to rural counties are usually significantly less than those awarded to larger urban counties. The small size of the award can make it difficult to achieve “critical mass” or sufficient funds to realize meaningful outcomes. Agencies in rural counties weigh the value of the grant amount against the probability that it will be awarded, staff time required to prepare the grant application, and resources to manage the grant once an award is made. When reviewed, agencies often find the reward is not worth the effort especially because government grants are highly competitive.

SUMMARY OF COORDINATED ISSUES RAISED IN THE 2008 PLAN³¹

BARRIERS TO COORDINATION

Alpine County’s 2008 Coordinated Plan found the following barriers to coordination between transportation providers. They reflect issues and details at that time.

Capacity

- Lack of a designated agency to serve as a CTSA. Leadership is a basic resource needed to further coordination efforts in the county. Without a designated leader, such as a CTSA, the energy to create true coordination will be difficult to harness
- Rural counties often do not have the large number of public and private agencies that can share resources. Coordination opportunities can be limited simply by the number of organizations operating within the region. In a small county like Alpine, this is a significant factor.

Resources

- Lack of dedicated resources: staff, funding, equipment to support coordination efforts
- Lack of software/technology or incompatibilities with software/technology prevent sharing of scheduling and dispatching, client eligibility data, and reports

Rules/Regulations/Restrictions

- Different client eligibility requirements
- Inter-county and intra-county jurisdictional issues
- Liability/insurance issues
- Privacy requirements, such as HIPPA, prevent sharing client information
- Reporting requirements that vary for federal, state, and local funding sources

Geography

- Service area boundaries that limit connectivity

³¹ The information from this section is from Alpine County’s Human Coordinated Public Transit Human Services Transportation Plan from 2008.

DUPLICATION OF SERVICES

Based on stakeholder input and data collected for the transit provider inventory for the 2008 Coordinated Plan, it was found that there was no duplication of transportation services in Alpine County. Alpine Mountain Transit, which no longer exists, was the sole transit provider in the county. Alpine Mountain Transit was replaced with the Alpine County Dial-A-Ride program. Alpine County DHHS used staff vehicles driven by staff members to supplement AMT when service was not available for a short time until a replacement public transit vehicle could be obtained. In 2009, the County was able to obtain a 2008 Braun Entervan that could carry 4 passengers and had an ADA equipped ramp with one wheelchair tie-down position.

CONTEMPORARY [2014] COORDINATION ISSUES

The foundation and benchmark for this plan was the 2008 Coordinated Plan. SSTAC and transportation commission meeting minutes, regional transportation plans, short range transit plans, and other documents informed this plan along with information from the public and stakeholders. Public and stakeholder input was collected through outreach meetings, surveys (online, paper, and phone), communication with county contacts, and comments from the public and stakeholders.

Based on this consultation there currently appears to be a range of transportation services available to people with lower incomes, seniors, and persons with disabilities in the region. However, gaps in service remain due to issues like geography, limitations in existing transportation services, program/funding constraints, eligibility limitations, and gaps in knowledge by both the public and stakeholders about existing services.

SUCSESSES/PROGRESS IN COORDINATION SINCE 2008

The barriers identified in the 2008 Coordinated Plan continue to be barriers today. The geography, terrain, and rural nature of a place cannot be easily changed as these are inherent characteristics. Large engineering and infrastructure projects can change landscapes and improve connectivity but obviously this is not always feasible or desirable.

Addressing funding constraints and regulatory challenges and issues is beyond the scope of Alpine County as funding amounts and many of the regulations are determined by state and federal policies and procedures. Transportation providers and other stakeholders continue to apply for funds to maintain, improve, and strengthen services, but grant applications do not always result in funding. Funding sources allow programs and policies to be developed that can make improvements and changes.

BARRIERS TO COORDINATION IDENTIFIED BY STAKEHOLDERS AND THE PUBLIC

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

- **Resource Constraints**

The single most significant barrier to increased coordination and mobility was identified as the lack of resources (staff, funding, time, and equipment) to pursue such activities. Coordination requires leadership, which requires resources. Also, because rural counties often do not have the large number of public and

private agencies that can share resources, coordination opportunities can be limited simply by the number of organizations operating within the region. A lack of software/technology or incompatibilities with software/technology prevent sharing of scheduling and dispatching, client eligibility data, and reports

- **Rules, Restrictions, Regulations**

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

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

- **Logistics**

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

- Social service agencies typically provide programs and services to a very discretely defined client population. Often the unique needs of the client population are such that they cannot be co-mingled with other passengers because social or behavioral problems may result.
- Some agency clients' needs are so specific, coordination efforts were difficult to impossible to achieve. These agencies respond by providing services that tend to be very limited in scope, focusing on getting clients to programs or appointments, etc.

Geography, small and dispersed population size, and isolated communities also make providing transportation and coordinating services challenging.

DUPLICATION OF SERVICES

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

5. PROGRESS ON THE 2008 PRIORITY STRATEGIES

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

HIGHEST RANKED STRATEGIES AND FIVE YEAR PROGRESS

SUMMARY OF HIGH PRIORITY STRATEGIES IDENTIFIED IN 2008 COORDINATED PLAN

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

1) Develop leadership for coordination efforts through the designation of Alpine County as CTSA

The importance of a leader for coordination efforts became very clear during discussions with local participants. In Alpine County there was no designated CTSA. A CTSA is an appropriate focal point for achieving results. Without leadership, it will be difficult to achieve meaningful coordination outcomes. Options were identified as to where to assign the responsibility to perform CTSA tasks. Possibilities included Community Development and Health and Human Services.

Workshop participants also came up with the following suggestions:

- add staff devoted to CTSA activities [to an existing agency/unit] or
- contract for CTSA management services from an outside expert source

The dedication of resources to achieving coordination results was universally recognized by stakeholders as the starting point. Because TDA funds were not being fully dedicated to transit in Alpine County, current transit resources could be reallocated to CTSA activities. Another idea included Alpine County sharing CTSA management responsibilities with neighboring counties utilizing New Freedom grants for mobility management purposes.

2) Establish a commitment to fund pre-school transportation to the Early Learning Center

Alpine County stakeholders repeatedly stated their support for the Early Learning Center, which provides programs for pre-school age children from low income families. Minutes of the ACLTC meeting held January 15, 2008 report that First 5 Alpine Executive Director John Fisher said: "...continuing Alpine Mountain Transit services to the Early Learning Center was crucial for participants." Alpine County Unified School District Governing Board Member Arthur Bell commented that: "the School District was very supportive of the transportation requirement for the Early Learning Center." This level of commitment was exhibited throughout the planning process.

3) Coordinate arrangements for purchase and maintenance of capital equipment to help tap funding, e.g. FTA Section 5310

Stakeholders acknowledged the need for replacement vehicles to maintain the operational status and service quality of the public transit fleet. The AMT bus was removed from service in May 2008 due to mechanical failure. The need to replace the vehicle was a priority and efforts were underway to secure funding. Additional capital equipment, such as computer hardware/software, communications, GIS, or maintenance equipment, could also be purchased to enhance service.

4) Work with Nonprofits United to reduce insurance risk and provide coverage for the use of County vehicles

One significant obstacle to the sharing of vehicles was found to be insurance requirements. Identifying or creating new insurance programs that eliminate insurance exposure for the county was seen as a way to remove this obstacle. The issue of agency liability frequently is raised as an obstacle to the implementation of volunteer driver programs in other communities as well.

Efforts were underway through agencies such as Nonprofits United to create special insurance packages for individuals or agencies that offer an initial layer of coverage when a volunteer is operating a vehicle. This would supersede the coverage provided by the individual or agency when not in volunteer service.

5) Provide service from Alpine County to Gardnerville area for job access

Stakeholders frequently discussed the need for travel from Alpine County to Gardnerville in the morning for job access. It may be possible to utilize JARC or other funding to increase bus service from Alpine County to the Gardnerville area.

6) Use County resources to craft agreements for coordination with public and private agencies along Highway 88

Alpine County residents must leave the county in order to access a variety of services. Many of these services are located in communities along Highway 88 to the north or west. Agreements could be established allowing Alpine County residents to “piggyback” on other transportation services operating to/from Carson City, Gardnerville, and Jackson.

7) Work with tribal representatives to obtain funding to expand transit for Native Americans (possible dedicated tribal funding sources)

Representatives of the Washoe Tribe of California and Nevada and other county stakeholders indicated a need for transportation for tribal members on weekdays. Tribal representatives also indicated an interest in working with Alpine County to maximize use of dedicated tribal funding sources.

8) Creative use of funding (5311 funds, JARC, etc.) to expand service outside the Markleeville – Woodfords corridor

The AMT route focuses service along the Markleeville-Woodfords corridor. Many stakeholders expressed the need to serve residents outside this area. This need, along with service for the Early Learning Center and increased service for Native Americans, focuses on an area of Alpine County with a high concentration of low income individuals.

PROGRESS IN PRIORITY STRATEGIES AND OTHER RELATED UPDATES

UPDATE ON HIGH PRIORITY STRATEGIES

This section gives updates on the high priority strategies from the last plan:

1) Develop leadership for coordination efforts through the designation of Alpine County as CTSA

In the 2013-2014 fiscal year, Alpine County received revenue of a total of \$50,866 of LTF funds and a total of \$4,395 of STA funds. The Transportation Development Act allows 5% of LTF funds after funding administration, planning, bicycle and pedestrian allocations to be dedicated to a designated CTSA. This means if Alpine County had a designated CTSA, approximately \$2,500 could be given to a CTSA, which is not enough to sustain a CTSA agency or staff. A CTSA may be a claimant for LTF and STA funds.

Also, in 2013-2014 fiscal year, \$48,000 of LTF was allocated for administration and transit purposes. This left approximately \$2,000 of remaining LTF revenue, which is not enough to provide operation revenue for a CTSA. Even if all of the STA funds in the amount of \$4,395 are dedicated to a CTSA, it is still not enough funding for a CTSA. Until there is more TDA revenue, which is not anticipated, Alpine County has determined that it is not economically feasible to have an agency or person designated as a CTSA.

2) Establish a commitment to funding pre-school transportation to the Early Learning Center

The Early Learning Center has moved since 2008 and is now located at the Alpine County Unified School District site on Hawkside Drive off of Diamond Valley Road. There are 7 students in the program between the ages of 2 ½ and 5 years old. Three of the students ride the Alpine County Unified School District bus to the school site and four of the students arrive in private vehicles. All seven students use the Unified School District bus for rides home. Funding for First 5 has decreased significantly since 2008 and the First Five program currently operates a limited play-time program for children in small play groups. Current pre-school transportation needs are currently determined to be a transportation need that is not reasonable to meet.

3) Coordinate arrangements for purchase and maintenance of capital equipment to help tap funding, e.g. FTA Section 5310

In 2009, Alpine County purchased a 2008 4-passenger mini-van with ADA equipped ramp and one-wheelchair tie-down position. This vehicle was purchased with Proposition 116 funding. The minivan did not work well in snow conditions and often limited the number of passengers that could be carried because of gross vehicle

weight limitations. In 2014, Alpine County purchased an 8-passenger with a wheelchair lift and one-wheelchair tie down cut-a-way transit vehicle. This vehicle was purchased through a variety of funding sources including Federal Transit Administration 5311 capital grant funds, Proposition 1B California Transit Security Grant Program (CTSGBP) funds, Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) funds, and State Transit Assistance (STA) funds. This new vehicle began operation in October 2014 and is now carrying more passengers per trip than the minivan. The new transit vehicle has drop-down automatic chains and is able to operate in snow and winter conditions. The new vehicle was also equipped with an 8-camera video camera system that improves security to passengers and driver.

4) Work with Nonprofits United to reduce insurance risk and provide coverage for the use of County vehicles

Alpine County belongs to California State Association of Counties Excess Insurance Authority (CSAC-EIA), a sharing pool of California public agencies dedicated to controlling losses and providing effective risk management solutions. The County’s liability insurance, including insurance on all of their County vehicles and transit vehicles, are insured by Trindel through this organization. Alpine County does not plan on obtaining other insurance for their public transit vehicles.

5) Provide service from Alpine County to Gardnerville area for job access

The difficulty in meeting this transit need is that not all employment is 8am to 5pm. People having different work shifts makes meeting this transit need difficult. Additionally, JARC funding, under MAP-21, would need to come from existing 5311 funding. Alpine County currently utilizes all of their 5311 funds for their Dial-A-Ride program and there are no remaining 5311 funds for a JARC program. However, Alpine County will be investigating this transit need in more detail in their Short Range Transit Plan update, which is scheduled to begin work in February 2015.

6) Use County resources to craft agreements for coordination with public and private agencies along Highway 88

Alpine County will be determining how best to “piggyback” or connect with adjacent and other transit agencies when work begins on the “Short Range Transit Plan: Improving Connectivity” document. Work is scheduled to begin in February 2015.

7) Work with tribal representatives to obtain funding to expand transit for Native Americans (possible dedicated tribal funding sources)

Alpine County was awarded grant funding to prepare a “Short Range Transit Plan: Improving Connectivity.” The grant application included coordination with the Washoe Tribe in Hung-A-Lel-Ti. This project will begin in February 2015.

8) Creative use of funding (5311 funds, JARC, etc.) to expand service outside the Markleeville – Woodfords corridor

The 5311 program requires 44.67% local match, a local match requirement by the California Department of Transportation. The match funds comes from local transportation funds (LTF) and state transit assistance

funds (STA). The County receives such small amounts of LTF and STA that it would be difficult for the County to sustain long-term match funding for any program other than the one it currently is funding. Also, these LTF and STA funds are tied to sales tax revenue, which makes it hard to predict how much revenue will be available the following year. Currently, there is little remaining LTF or STA funds at the end of the fiscal year.

NOTABLE CHANGES AND UPDATES

Since the 2008 Coordinated Plan, the following changes have occurred that may impact coordination and the priority strategies:

- purchase of a small bus for Alpine County's transit program
- Alpine Mountain Transit is no longer in service
- The Early Learning Center moved locations
- Funding was received for a short range transit plan. The project will begin in 2015.

6. SERVICE GAPS AND UNMET TRANSPORTATION NEEDS

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

KEY ORIGINS AND DESTINATIONS³²

All major medical, shopping, banking and entertainment facilities, such as movie theaters, are located outside the county and sometimes across the state border in Nevada. This causes increased pressure on individuals, such as the elderly, the disabled, and low income individuals, who are transportation dependent. Table 3 below shows major activity centers for transportation consumers in the county.

TABLE 3 MAJOR ACTIVITY CENTERS

Major Activity Centers	City/Community	Type
Western Nevada College	Carson City, NV	Education
Lake Tahoe Community College	South Lake Tahoe	Education
Early Learning Center	Markleeville	Preschool
Alpine County Administration Office	Markleeville	Employer
Kirkwood Mountain Resort	Kirkwood	Recreation/Employer
Carson Valley Medical Center	Gardnerville, NV	Medical
Minden Medical Center	Minden, NV	Medical
Barton Hospital	South Lake Tahoe	Medical
Smiths/Raleys/Scolaries Shopping Centers	Gardnerville, NV	Shopping
Minden Valley Shopping Center	Minden, NV	Shopping
Wal-Mart	Carson City, NV	Shopping
South Lake Tahoe Women’s Center	South Lake Tahoe	Social Services
Washoe Tribe of CA and NV	Gardnerville, NV	Social Services/Medical

Sacramento’s Area Council of Government’s (SACOG) 2011 “Outreach and Analysis of Transit Dependent Needs in the Region” provides some insight about transportation issues for transit dependent populations. While the SACOG region is much different than Alpine County in many ways, the SACOG region also does include rural communities. According to the report, SACOG worked with regional transit operators, the Community Services Planning Council, Capitol Community Health Network, county information and referral services, service providers, program clients, environmental justice focus group participants, and community

³² Language and information from this section was taken from the 2008 Alpine County Coordinated Plan

members throughout the region to identify essential destinations (also referred to as “lifeline” destinations) for transit dependent populations. These “lifeline” destinations included:

- Medical facilities, including hospitals and clinics serving low-income patients
- Homeless services
- Food banks and meal programs
- Public assistance program offices such as WIC, CalWORKS, food stamps, Medi-Cal, Social Security Administration, and Veterans Administration
- Community-based veteran, disability, mental health and social/human service agencies
- Other key public offices, like courts, parole, libraries, and post offices
- Adult education, rehabilitation, job training, and employment services
- Day care
- Public schools, colleges, universities, and community colleges³³

EVALUATION CRITERIA

The Transportation Development Act’s (TDA) view on unmet needs influenced one of the ways this report looks at unmet needs and issues. According to the Transportation Development Act (TDA), prior to allocating funds, rural counties are required to hold a minimum of one public hearing to receive comments on unmet transit needs that may exist and might be reasonable to meet. Local entities define “unmet transit needs” and “needs that are reasonable to meet;” these definition are used by local governments and committees, like the Social Services Technical Advisory Councils (SSTAC), in recommending transportation services to the local transportation commission. The following passage are portions of these definitions:

- **Unmet transit needs:** transit needs which are not being met
- **Reasonable to meet:** those unmet transit needs that the Alpine County Local Transportation Commission (ACLTC) finds are within its ability to satisfy, whole or in part, based on consideration of such factors such as equity, timing, feasibility, public safety, community acceptance, economy (short-term and long-term), cost effectiveness, operational efficiency, available funding and other factors related to providing transit services deemed appropriate by the ACLTC.³⁴

GAPS, CHALLENGES, AND UNMET TRANSIT NEEDS

It is not uncommon in rural counties for trips from home to the doctor, the grocery store, or work to be 50, 60, 70 miles, or more. Add to this the challenge that many individuals with the most limited access to private transportation live in the most remote areas of the county. The distance between where people are and where they want or need to travel can make providing transportation difficult.³⁵

³³ Language and information was taken from SACOG’s “Lifeline Transit Study.” Found here:

<http://www.sacog.org/transit/lifelinetransitstudy.cfm>

³⁴ Language and information taken from Alpine County’s Resolution of the Local Transportation Commission

³⁵ 2008 Alpine County Coordinated Plan.

Providing effective and efficient public transit in Alpine County is a challenge due to a very small population, low population density, and limited funding. Many Alpine County residents depend on transit for their mobility needs, as there are no major medical facilities, major commercial centers, or financial institutions in the county.³⁶ Despite demand for transit service, it can be difficult to group trips.³⁷

The following issues are related to gaps and unmet needs:

Accessing Medical Care

There are three health clinics located in the County: Alpine Health and Human Services, Kirkwood Ski Resort (seasonal only), and Bear Valley. There are no beds available at these clinics. Alpine County residents in the north and eastern portions of the county needing medical services must travel to South Lake Tahoe instead of the more easily accessed medical centers in Nevada. The Dresslerville Clinic in Gardnerville, Nevada provides medical services for members of the Washoe Tribe.

The region's senior population is served by the Area 12 Agency on Aging in Sonora, California. The closest Senior Center is located on Meadow Lane in Gardnerville, Nevada. Limited senior transportation is available using county-owned vehicles through the Alpine County Health and Human Services Department.³⁸

After hours and weekend service: Needs for services outside of the Monday through Friday business hours.

Job and services access: Many individuals, especially low income individuals, have difficulty accessing job and educational opportunities due to transportation challenges. Currently, a number of individuals can get transportation one way but return trips are not possible.

Increased connectivity/service areas: Respondents mentioned lack of mobility options to and from other areas with the county as well as service to out of the county. The Minden/Gardnerville area is one of the major destinations outside of the county for those from Alpine County.

REASONABLE TO MEET

Accessing medical care: Alpine County provides regular service 3 times a week to and from various areas inside and outside of Alpine County, including South Lake Tahoe and the Carson City area. Thursdays are dedicated to medical and social security related appointments; appointments for rides must be made in advance. If this isn't an existing practice, it is recommended that transit services should be grouped and have designated days. For example, the first Monday of the month could be dedicated to trips to South Lake Tahoe or something similar based on existing ridership patterns.

UNREASONABLE TO MEET

Below is the list of unmet needs that were identified during the public outreach and survey processes that were not considered reasonable to meet at this time because of limited resources and capacity. Should

³⁶ Alpine County 2010 Regional Transportation Plan. Found here
http://alpineca.granicus.com/MetaViewer.php?view_id=2&clip_id=121&meta_id=14309

³⁷ Alpine County Transit for Fiscal Years 2009/2010 and 2011/2012

³⁸ Language and information was taken from the Alpine County Short Range Transportation Development Plan (2010-2014)

resources and capacity allow in the future, these needs should be reconsidered as addressing them could lead to positive outcomes for riders and the community.

- **Job and educational opportunities access**
- **After hours and weekend service**
- **Increased connectivity/service areas**

7. IDENTIFICATION OF STRATEGIES AND EVALUATION

EVALUATION CRITERIA

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

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

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

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

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

This question also brought up additional concerns for consideration.

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

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

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

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

IDENTIFICATION OF STRATEGIES

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

TABLE 4 REASONABLE TO MEET UNMET NEED(S)

Transit Need	Area	Notes
Accessing medical care	Service Related	Dial-a-Ride service provides transportation services, including service to medical appointments. It is possible there may be a knowledge gap about available services in addition to demand for medical transportation.

PRIORITY STRATEGIES

TABLE 5 ALPINE COUNTY PRIORITY STRATEGIES

Strategy 1	Maintain, evaluate, and strengthen transportation service(s)
Strategy 2	Multi-organizational approach to solutions
Strategy 3	Private vehicle access

8. IMPLEMENTATION PLAN FOR HIGH STRATEGIES

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

Strategy 1: Maintain, evaluate, and strengthen transportation service(s)

Although there is always room for improvement, maintaining existing levels of service is critical for the riders who currently depend on these services. In this time of decreasing budgets and increasing competition for federal and local grant funding, it is important to first and foremost protect the current level of service from decreased funding. Before attempting to increase or expand service to other areas, Alpine County transportation providers should be sure that funds exist for the forecasted future to maintain the current level of services provided. Meeting participants and survey respondents mentioned their appreciation of transit services and their dependence on services to meet their needs.

It is also important to monitor and evaluate services to make sure they are as efficient and productive as they can be given operating conditions in Alpine County. Evaluating transit service could allow for service modifications and other solutions that can be cost effective within the existing budget.

Because of Alpine County's small population, regulatory challenges, and resource constraints, the county does not qualify for or have the capacity to apply for some funding sources. Resources are crucial for maintaining and delivering services. Support is needed for capital equipment, including resources to maintain, repair, and/or purchase new equipment, vehicles, and transit infrastructure as well as support for staff/consultant salaries, monitoring and evaluation, grant writing, resources for office spaces, route modifications, and other support related to providing services. This strategy also calls for the purchase of new or replacement vehicles for different agencies to provide various transportation services.

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

Strategy 2: Multi-organizational approach to solutions

This strategy calls for maintaining and establishing more collaboration between various stakeholders (i.e. community development, health and human services, other government agencies, educational institutions, non-profits, economic development, and private businesses) inside and outside the county to come up with solutions to transportation and other related issues by sharing information and resources, applying for funding, addressing coordination issues, and other related activities. This can be done by the creation of an email list serv, holding a meeting once or twice a year, or inviting each other to existing meetings to help each stay informed and updated on different information and to take action on different projects.

This strategy also encourages continued and increased efforts by transit planners/coordinators/managers to work with community based organizations and other stakeholders directly to get the word out about events and to solicit feedback about different issues and projects. If the general public cannot attend meetings, stakeholders from community based organizations and other agencies who work with the public regularly can provide valuable input as they may be more familiar with the issues their clients/community members face.

This strategy requires a leader to coordinate meetings, manage contact lists, and communicate with various stakeholders. For Alpine, it might be more practical to have an existing agency and/or staff person be a central coordinator and leader could improve coordination and transportation services. This strategy requires increased support (i.e. financial and staff) for a position in Community Development or Health and Human Services to establish/strengthen its position as coordinator/mobility manager. In addition, the individual or agency in charge of this endeavor will have to actively engage in outreach to make the initiative meaningful.

Strategy 3: Private vehicle access

This strategy calls for the establishment of a private vehicle program focused on low income individuals. Providing fixed route service beyond business hours and weekdays is not feasible in a very small county like Alpine. Therefore, it may be cost effective to develop a program that helps low income individuals acquire and maintain vehicles through loans or grants. A number of private vehicle strategies exist nationwide and may be useful examples.³⁹

Many job opportunities are far away from where people live resulting in many low-income workers having difficulty accessing jobs, training, and other services, such as government services and taking their children to school or childcare, because of inadequate transportation. In addition, many minimum wage jobs require working evening or weekend hours, but traditional transportation systems often do not serve their routes during these times. Access to affordable transportation for low-income workers, elderly rural residents, and individuals with disabilities can make the trip to work, school, and medical appointments possible. It can also foster self-sustainability, promote independence, and permit spending on other household essentials.⁴⁰

SUMMARY AND NEXT STEPS

This Coordinated Public Transit and Human Services Transportation Plan was produced to meet the requirements for MAP-21 and provide data, information, and recommendations to local governments, service providers, community-based organizations, advocates, community residents, and other stakeholders to address the needs for mobility and transportation options among the area's seniors, people with disabilities, and low income individuals. Caltrans must certify that projects funded through the 5310 program are included in the Coordinated Plan. Updates to the Coordinated Plans are required every four or five years, (four years in air quality nonattainment and maintenance areas and five years in air quality attainment areas).

³⁹ The AMATS Coordinated Transportation Plan discusses this strategy and example in other places. Found here: <http://www.amatsplanning.org/wp-content/uploads/2010/06/coordinated-public-transit-human-services-transportation-plan.pdf>

⁴⁰“The Standard Poor: Recognizing the Importance of Public Transportation for Low Income Household.” http://www.nascsp.org/data/files/csbg_publications/issue_briefs/issuebrief-benefitsofruralpublictransportation.pdf

Grant applications for FTA Section 5310 funds are offered yearly. Alpine County has never applied for 5310 funding, and a public agency in Alpine County has never applied for 5310 funding as they receive their funding from other sources. Since 5310 is a state-wide competitive grant program, it may be difficult for Alpine County to score well enough to ever receive 5310 funding. Additional resources and information regarding topics discussed in and relevant to this plan are listed in Appendix C.

APPENDIX A: PUBLIC OUTREACH MATERIALS

FIGURE 3 COPY OF THE PUBLIC MEETING FLYER

You're Invited...

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

Voice your opinion!

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



Date	Wednesday, October 8, 2014
Time	1:00pm-2:30pm
Location	Administrative Office Building Board Chambers 99 Water Street Markleeville, CA
What	We will discuss the update of the county's Coordinated Public Transit-Human Services Transportation Plan. Alpine County is encouraging the community to provide input on the new plan and share thoughts on social service transportation needs/issues

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

Can't Make It?



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

TOLL FREE NUMBER
844-462-9040



Email Comments
coordplan14@pacific.edu

Online Survey
Give input online through our survey:

[https://
www.surveymonkey.com/s/
alpinecp14](https://www.surveymonkey.com/s/alpinecp14)



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

**All Comments due:
Friday, 10/24/2014**

Please contact Brian Peters at 530-694-2140 ext. 425 or bpeters@alpinecountyca.gov in advance if you need transportation to the workshop, need language interpretation, and/or other assistance for the meeting. Best efforts will be made to accommodate you.

FIGURE 4 PUBLIC SURVEY FORM⁴¹

Coordinated Plan for Public Transit and Human Services Transportation (Public Survey)

Thank you for participating in our survey. Any information you share will be kept confidential and will not be linked to your identity. Your input is important and will be used to update the Coordinated Public Transit-Human Services Transportation Plan for your county. The purpose of the Coordinated Plan is to document unmet transit needs and existing services for seniors, people with disabilities, and low income individuals and to identify strategies for coordination.

If you would like to take the survey online, please email coordplan14@pacific.edu or mail us this form to: Business Forecasting Center, 3601 Pacific Ave, Stockton, CA 95211.

1. What do you use transportation services for in your county? Check all that apply:
- Going to work
 - Going shopping
 - Going to school/training program
 - Social /recreation (visiting friends/family, going out, etc.)
 - To take medical trips
 - Other (please specify): _____

2. Are there any gaps in service that make it difficult or impossible for you to use public transportation? If so, please explain in the space provided.

3. The following is a list of possible improvements related to a transit system. Please indicate their importance for your county? (1-Not Important, 2-Somewhat Unimportant, 3-Neither Important or Unimportant, 4-Somewhat Important, 5-Very Important)

- | | | | |
|--|-------|--|-------|
| <input type="radio"/> Service to major cities | _____ | <input type="radio"/> Earlier trips in the morning | _____ |
| <input type="radio"/> Service between different counties | _____ | <input type="radio"/> Weekend service | _____ |
| <input type="radio"/> Service are within my county | _____ | <input type="radio"/> On-time performance | _____ |
| <input type="radio"/> More frequent service | _____ | <input type="radio"/> Access to transit information | _____ |
| <input type="radio"/> Later evening service | _____ | <input type="radio"/> Faster Service to my destination | _____ |

4. What would you recommend to reduce gaps in transportation services in your county? Please explain in the provided space.

⁴¹ Great efforts were made to collect survey data from the public but no one responded despite these efforts.

5. Which of the following best describes your current employment status? Check all that apply.
- | | |
|-----------------------------------|---|
| <input type="checkbox"/> Employed | <input type="checkbox"/> Homemaker |
| <input type="checkbox"/> Student | <input type="checkbox"/> Other (Please specify): _____ |
| <input type="checkbox"/> Retired | |

6. What is your age? _____

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

8. How many vehicles in your household are used regularly? _____

9. Measuring disability: do you have any conditions or limitations that affect your performance or quality of life? Check all that apply:

- | | |
|--|---|
| <input type="checkbox"/> I do not have a disability | <input type="checkbox"/> Ambulatory difficulty: have serious difficulty walking or climbing stairs |
| <input type="checkbox"/> Hearing difficulty: deaf or have serious difficulty hearing | <input type="checkbox"/> Self-care difficulty: have difficulty bathing or dressing |
| <input type="checkbox"/> Vision difficulty: blind or have serious difficulty seeing, even when wearing glasses | <input type="checkbox"/> Independent living difficulty: because of a physical, mental, or emotional problem, having difficulty doing errands alone such as visiting a doctor's office or shopping |
| <input type="checkbox"/> Cognitive difficulty: because of a physical, mental or emotional problem, have difficulty remembering, concentrating, or making decisions | <input type="checkbox"/> Other disability (please specify): _____ |
- _____

10. What is your estimated annual household income? _____

11. Feel free to share additional comments about transit service in your county in the provided space. If you would like to contact our offices to share more information please leave your ***name, email, and phone nu***

FIGURE 5 STAKEHOLDER SUMMARY SURVEY DATA

Public Transit-Human Services Transportation Coordinated Plan
Stakeholder Survey: Alpine County
 3 Responses

Contact Information

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

#	Organization Name	Address	City/Town
1	Alpine County Health & Human Services	75-A Diamond Valley Road	Markleeville
2	Alpine Kids	60 Sage Ave.	Woodfords
3	Alpine County Health & Human Services	75 A Diamond Valley Rd.	Markleeville

Rest of information is confidential to maintain privacy of respondents.

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

Confidential to maintain privacy of respondents

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

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

Classifications	%	Count
State admin agency	33.3%	1
County Social Services & Public Health Department	33.3%	1
Not-for-profit	33.3%	1

3 Responses

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

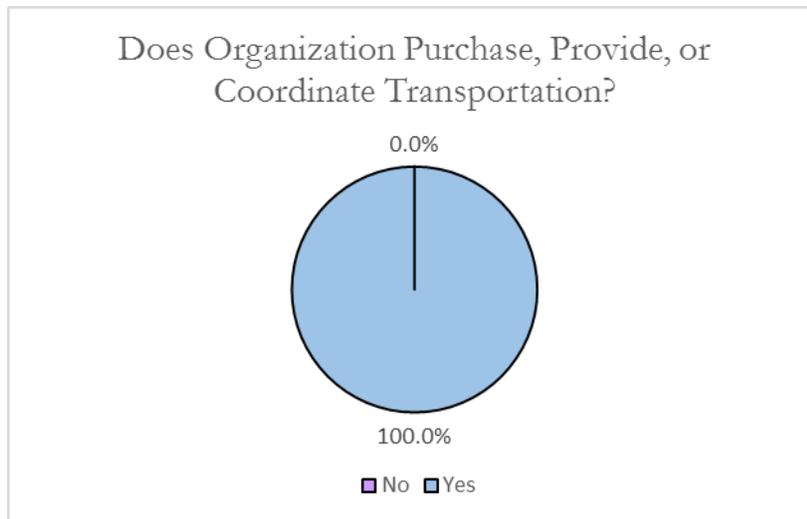
The % represents the percent of stakeholders that answered this question.

Options	%	Count
Persons with disabilities	100.0%	3
Persons with low incomes	100.0%	3
Seniors/Elderly	100.0%	3
Children/Youth	100.0%	3
Seeking employment/education	100.0%	3
General public	66.7%	2
Students	66.7%	2
Veterans	66.7%	2
Pursuing counseling/substance abuse	66.7%	2
We are open to anyone who lives or works in Alpine Co.	33.3%	1

3 Responses

Organization Type

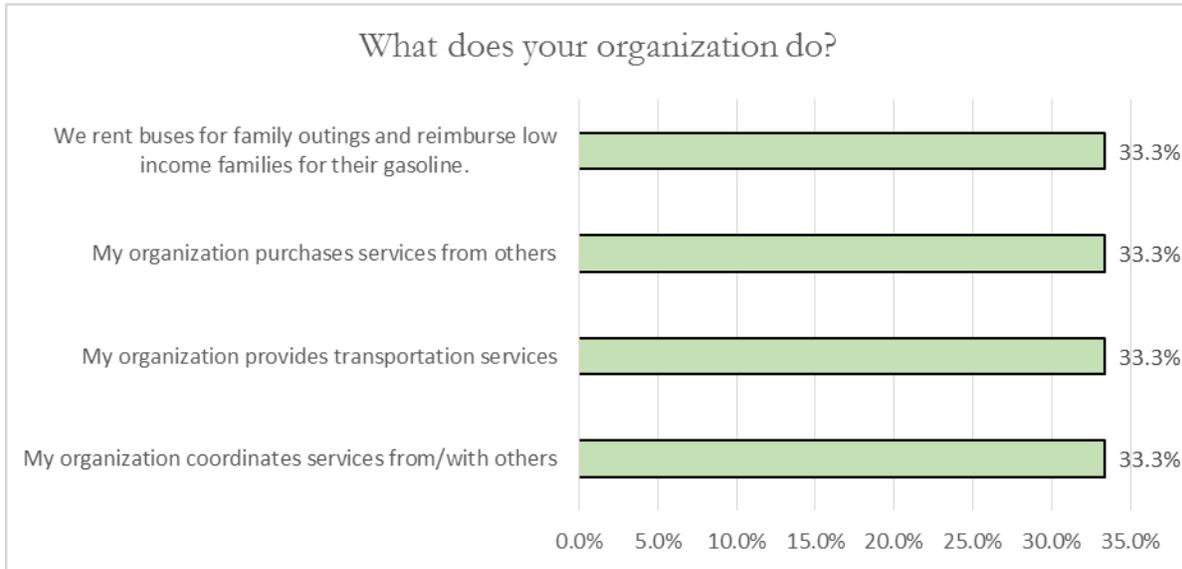
5. Does your organization provide, purchase, or coordinate any transportation services? (Skip logic question)



3 Responses

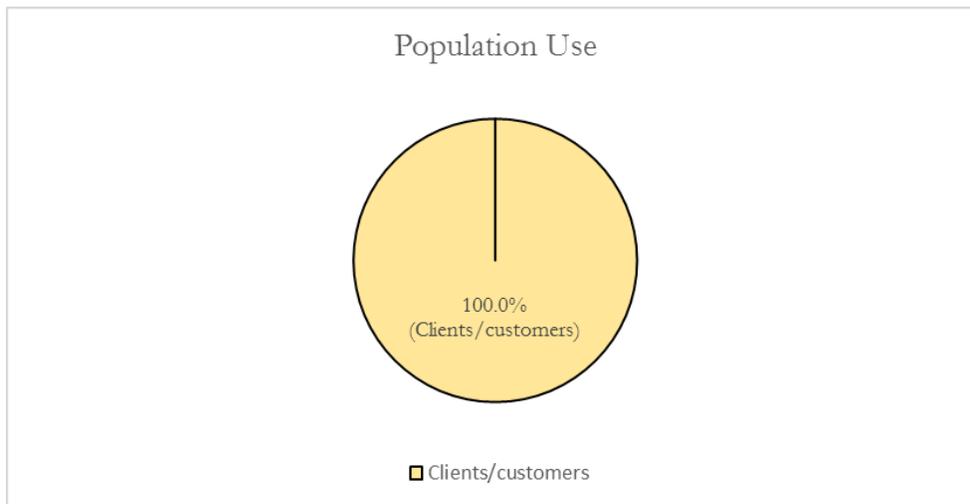
Organization Background and Transportation Services

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



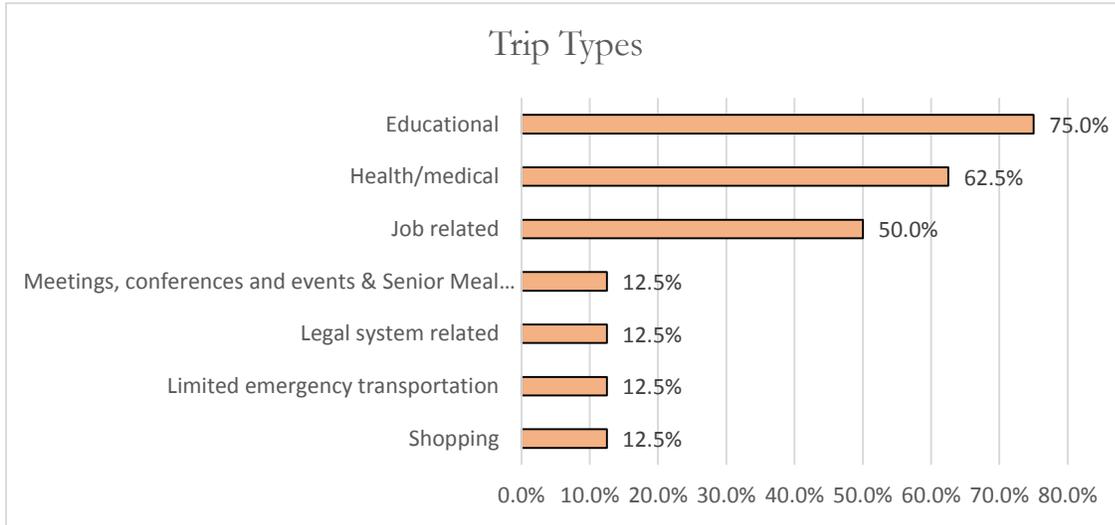
3 Responses

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



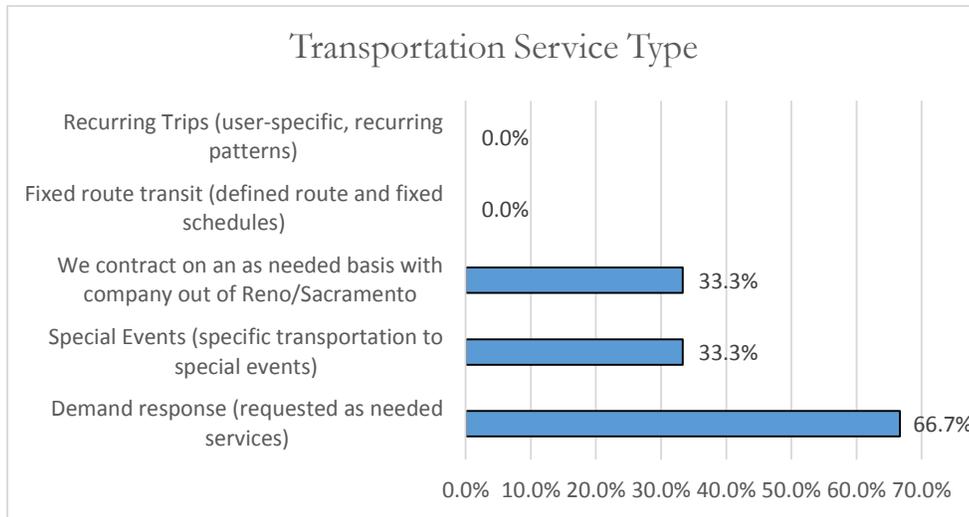
3 Responses

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



3 Responses

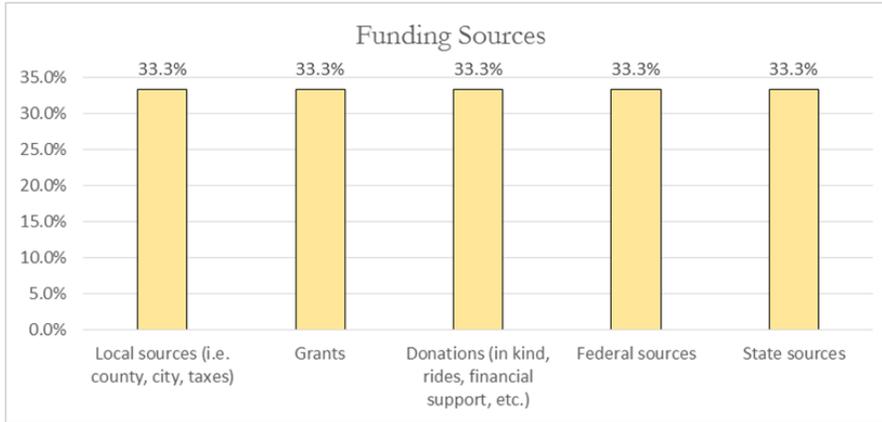
9. Please indicate the kind of transportation services your organization provides, purchases, or coordinates? Check all that apply.



3 Responses

Transportation Services

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



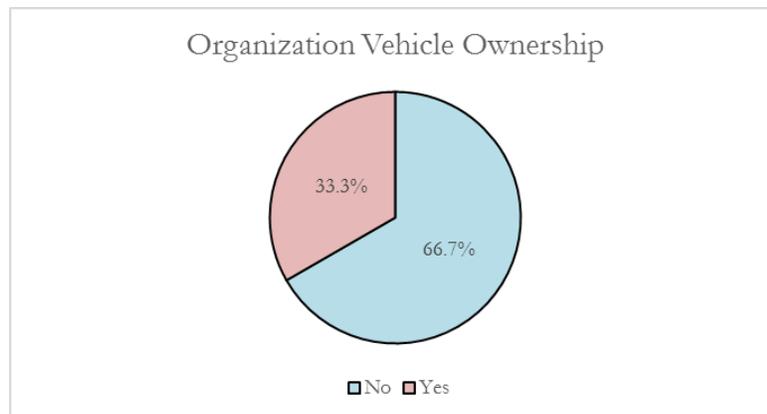
3 Responses

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

Stakeholders that responded to this question provide, purchase, or coordinate services on weekdays and weekends. Not all organizations provide services on weekdays and weekends. One organization coordinates on a need basis. Organizations provide anywhere between 2 to 10 trips a week

3 Responses

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



3 Responses

Vehicle Count

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

The organization count refers to the number of organizations that selected the vehicle type. In this situation, the organization that answered this question has a van, a car, bus, etc. The vehicle count refers to the number of vehicles total for each organization. This information is not comprehensive for the organization(s)

the county or in question.

Vehicle Type	Organizations that Have Vehicle	Vehicle Count
Van	1	n/a
Car	1	2
Bus	1	n/a
Truck/SUV	1	3
Other	1	n/a

1 Responses/Organization

Unmet Needs, Coordination, and Duplicate Services

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

- Service outside of the local area
- Lack of funding to rent buses for the out of area family outings.
- Not having enough volunteers to drive teenagers on monthly outings.
- County's dial-a-ride does not operate on week-ends, and their van has been converted for handicapped and holds very few passengers.
- Organizationally, none.

3 Responses

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

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

- Job search, employment
- When we do not have enough funding for buses or enough participants to justify the cost, there are a few families that do not have reliable transportation. One family has no transportation.
- Transportation 5 or more days a week and after business hours.

3 Responses

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

The following issues were identified about gaps in transportation service:

- Connecting services to outside areas
- Week-end service. Service during the week that allows teens to attend events after school.
- Transportation after business hours and on the weekends.

3 Responses

17. Please describe areas where transportation service is duplicated.

No service duplication was found.

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

One stakeholder recommended the following: “Because many of the agencies serve the same clients, it would be helpful if some of the county agencies would be willing to help with the cost of bus rentals so their clients are able to participate with their families in these drug & alcohol free events.”

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

Comments from stakeholders:

- Connecting with cross state services
- The county's dial-a-ride has helped with some of the individuals' transportation to medical appointments.

Conclusion

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

I think there is only dial-a-ride through Health and Human Services and is used mostly for medical appointments only.

1 Response

APPENDIX B: TRANSPORTATION FUNDING MATRIX

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

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

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Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
FTA Section 5311 Formula Grant for Rural Areas	Provide capital, planning, and operating assistance to support public transportation in rural areas with populations less than 50,000. A portion of 5311 funds is set aside for a Tribal Transit program, which provides direct federal grants to Indian tribes to support public transportation on Indian reservations. Low-income populations in rural areas are now incorporated as a formula factor, similar to the repealed Job Access and Reverse Commute (JARC) program.	Planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services	\$599.5 million in FY 2013; \$607.8 million in FY 2014 (National total)	Public agencies, local governments, tribal governments, nonprofit agencies	20% for capital, 50% operating assistance, 20% for ADA non-fixed-route paratransit service, using up to 10% of a recipient's apportionment	
FTA Section 5311(f)	Funds public transit projects that serve intercity travel needs in non-urbanized areas.	Capital projects and operations	Unknown	Public agencies, local governments, tribal governments, nonprofit agencies	50% for operating costs, 80% for capital costs	
Section 5316 JARC funding was repealed by MAP-21, but funds authorized under the program and not yet obligated or expended remain available until the period of availability expires, or until the funds are fully rescinded by Congress, or otherwise reallocated. Under MAP-21 Section 5316 funding remains available through Section 5311 program funding.						
FTA Section 5312 Research, Development, Demonstration, and Deployment Projects	Support research activities that improve safety, reliability, efficiency, and sustainability of public transportation by investing in the development, testing, an deployment of innovative technologies, materials, and processes; carry out related endeavors; and to support the demonstration and deployment of low-emission and no-emission vehicles to promote clean energy and improve air quality.	Research, Innovation and Development, Demonstration, Deployment and Evaluation	\$70.0 million in FY 2013; \$70.0 million in FY 2014 (total amount available for all states)	Fed government agencies, state and local governments, providers of public transportation, private or nonprofit organizations, technical and community colleges, and institutions of higher education.	20% non-fed share match (may be in-kind). Low- or no-emission bus projects and low- or no-emission bus facilities projects must comprise 65% and 10% respectively, of the total annual appropriation.	The previous Section 5312 (Research, Development, Demonstration, and Deployment Projects) and Section 5314 (National Research Programs) are now consolidated into one program under Section 5312.

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Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
FTA Section 5314 Technical Assistance and Standards Development	Provide technical assistance to the public transportation industry and to sponsor the development of voluntary and consensus based standards to more effectively and efficiently provide transit service, as well as support the improved administration of federal transit funds.	Grants for technical assistance	\$70.0 million in FY 2013; \$70.0 million in FY 2014 (national total)	Fed government agencies, state DOTs, public transportation agencies, nonprofit and for-profit entities.	20% non-federal share (non-federal share may be in-kind)	
Federal Transit Administration (FTA) Section 5339 Funds (5339 was established by MAP-21, replaced 5309)	Capital projects for bus and bus-related facilities.	Capital projects only	\$422 million FY 2013; \$427.8 million FY 2014 (national amount)	Designated recipients and states that operate or allocate funding to fixed-route bus operators; <i>Subrecipients:</i> public agencies or private nonprofit organizations engaged in public transportation, including those providing services open to a segment of the general public, as defined by age, disability, or low income.	20% for capital projects	

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Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Regional Surface Transportation Program (RSTP)	Provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.	The following are some projects: construction/reconstruction/rehabilitation/operational improvements on federal highways and bridges; mitigation of damage to the environment by projects funded through RSTP ; capital costs for transit projects eligible under Federal Transit Act; carpool projects; capital and Operating costs for traffic monitoring, management and control; 8)Surface transportation planning programs; transportation control Measures listed in Section 108 of the Clean Air Act	Unknown	State of California distributes the funds to regional agencies and counties based on population	Unknown	
Federal Highway Administration (FHWA) Strategic Partnerships grant	Achieve the Caltrans Mission and Grant Program Overarching Objectives, encourage regional agencies to partner with Caltrans to identify and address statewide/interregional transportation deficiencies in the state highway system, strengthen government-to-government relationships, and result in programmed system improvements.	Funds transportation planning studies of interregional and statewide significance, in partnership with Caltrans.	Approximately \$1.5 million will be available statewide for the FY 2015-16 grant cycle. The minimum grant is \$100,000 and the maximum amount per grant cannot exceed \$500,000.	To qualify as a pooled fund study, more than one state transportation agency, federal agency, other agency such as a municipality or metropolitan planning organization, college/university or a private company must find the subject important enough to commit funds or other resources to conduct the research, planning, and technology transfer activity.	20% of the total project amount (in-kind contributions allowed)	

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Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
<i>State Sources</i>						
Transit System Safety, Security and Disaster Response Account Renamed the Transit Security Grant Program	Develop disaster response transportation systems that can move people, goods, and emergency personnel and equipment in the aftermath of a disaster	Capital projects	Varies by county	Agencies, transit operators, regional public waterborne transit agencies, intercity passenger rail systems, commuter rail systems	None	Part of Proposition 1B approved November 7, 2006.
Proposition 1B funds will sunset in 2016, but funds authorized under its formula and not yet obligated or expended remain available until the program's expiration.						
State Transit Assistance Fund (STAF)	Public transit and paratransit services	Capital projects and operations	Varies from year to year depending on appropriation to Public Transportation Account of which 75% goes to STAF	Allocated by formula to public transit operators	None	Revenues derived from sales taxes on gasoline and diesel fuels.

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

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

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

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Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Head Start (Administration for Children & Families)	Head Start provides grants to local public and private agencies to provide comprehensive child development services to children and families. Local Head Start programs provide transportation services for children who attend the program either directly or through contracts with transportation providers	Program expansion and cost of living adjustments	Over \$8 billion in FY 2014 (\$1 billion increase from 2013)	Local public and private non-profit and for-profit agencies	Unknown	The Head Start regulation requires that programs make reasonable efforts to coordinate transportation resources with other human service agencies in their communities.
TANF / CalWORKS (California work opportunity & responsibility to kids) (Department of Social Services)	Provide temporary assistance to needy families. Recipients are required to participate in activities that assist them in obtaining employment. Supportive services, such as transportation and childcare are provided to enable recipients to participate in these activities.	Cash aid paid out to eligible recipients for use on transportation and other needs	Unknown	States and Federally recognized Native American tribes. Eligible families as defined in the TANF state plan	Unknown	TANF funds cannot be used for construction or to subsidize current operating costs. State and county funds in the CalWORKS program are used to meet the TANF maintenance of effort (MOE) requirement and cannot be used to match other federal funds.
Community Development Block Grants (CDBG) (Department of Housing & Community Development)	Create or preserve jobs for low income and very low income persons.	Planning and technical assistance	Unknown	Counties with less than 200,000 residents and cities of less than 50,000 residents	Unknown	Applicants cannot be participants on the US Department of HUD CDBG entitlement program.
<i>Regional/Local Sources</i>						
Transportation Development Act (TDA) Articles 4 and 8 (1/4 cent sales tax)	Transit operating assistance and capital projects, local street and road maintenance and rehabilitation projects, pedestrian/bicycle projects	Capital projects and operations	Varies by county	Cities and counties. Allocated by population formula within each county	Unknown	
Transportation Development Act (TDA) Articles 4.5	Paratransit operating assistance and capital projects	Capital projects and operations	Up to 5% of the Local Transportation Fund revenue	Cities and counties and CTSA's	Unknown	
Local Transportation Fund (LTF)	Some counties have the option of using LTF for local streets and roads projects, if they can show there are no unmet transit needs.	Development and support of public transportation needs	Unknown	County based. Based on population, taxable sales and transit performance	Unknown	

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Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
<i>Other Sources</i>						
Service Clubs and Fraternal Organizations	Variety of transportation services, including capital improvements	Capital projects and operations	Unknown	Wide variety of agencies and organizations	None	May be interested in paying for bus benches or shelters
Advertising on Buses	Variety of transportation services, including capital improvements	Various projects and operations	Unknown	Wide variety of agencies and organizations	None	
Employers	Variety of transportation services, including capital improvements	Capital projects and operations	Unknown	Wide variety of agencies and organizations	None	Employers sometimes are willing to underwrite transportation to support their workers getting to/from worksite.
In-Kind	Donations from the community that support transit planning and services	Varies	Unknown	Varies	None	Value of donations can count towards amount for funding requirement

APPENDIX C: RESOURCES

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

“Administration on Aging (AoA)” Administration for Community Living. United States Department of Health and Human Services. Accessed here:

http://www.aoa.acl.gov/AoA_Programs/HCLTC/supportive_services/index.aspx

“Affordable Care Act – Aging and Disability Resource Center.” Catalog of Federal Domestic Assistance. Accessed here:

<https://www.cfda.gov/index?s=program&mode=form&tab=core&id=983b4e60ccbaec266ff78fe7aaf87b3>

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

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

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

“Community Development Block Grant Program-CDBG.” U.S. Department of Housing and Urban Development. Accessed here:

http://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/communitydevelopment/programs

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

“Consolidated Health Centers (Community Health Centers, Migrant Health Centers, Health Care for the Homeless, and Public Housing Primary Care).” Catalog of Federal Domestic Assistance. Accessed here:

<https://www.cfda.gov/index?s=program&mode=form&tab=core&id=02e94a19f6a571b8a9567d47bc893e1e>

“Creating Connected Communities: A Guidebook for Improving Transportation Connections for Low-and Moderate-Income Households in Small and Mid-Sized Cities,” U.S. Department of Housing and Urban Development and Office of Policy Development and Research,

http://www.huduser.org/portal/publications/pdf/Creating_Cnnted_Comm.pdf, April 2014.

“Developmental Disabilities Projects of National Significance.” Catalog of Federal Domestic Assistance. Accessed here:

<https://www.cfda.gov/index?s=program&mode=form&tab=core&id=509a37ef1b4afb97275134d77a47d3fb>

“Disability.” American Community Survey. United States Census Bureau. United States Department of Commerce. Accessed here:

<https://www.census.gov/people/disability/methodology/acs.html>

“Fact Sheet: Substance Abuse Prevention and Treatment Block Grant.” Accessed here:

http://beta.samhsa.gov/sites/default/files/sabg_fact_sheet_rev.pdf

“Formula Grants for Other than Urbanized Areas (5211),” Federal Transit Administration, United States Department of Transportation, Accessed here:

http://www.fta.dot.gov/grants/13093_3555.html

“Framework for Action, Building the Fully Coordinated Transportation System.” United We Ride, Coordinating Human Service Transportation. Accessed here:

http://www.unitedweride.gov/1_81_ENG_HTML.htm

“HIV Care Formula Grants.” Catalog of Federal Domestic Assistance. Accessed here:

<https://www.cfda.gov/index?s=program&mode=form&tab=core&id=0b51831d19acdfed5f622ba0e5d763af>

“Metropolitan & Statewide Planning (5303, 5304, 5305).” Federal Transit Administration. United States Department of Transportation. Accessed here:

http://www.fta.dot.gov/grants/13093_3563.html

National Association for State Community Services Programs. “The Stranded Poor: Recognizing the Importance of Public Transportation for Low-Income Households.” Accessed here:

http://www.nascsp.org/data/files/csbp_publications/issue_briefs/issuebrief-benefitsofruralpublictransportation.pdf

“National Research & Technology Program (5312).” Federal Transit Administration. United States Department of Transportation. Accessed here:

http://www.fta.dot.gov/grants/13094_3551.html

“Public Transportation Modernization, Improvement, and Service Enhancement Account.” Strategic Growth Plan, Bond Accountability. Accessed here:

<http://www.bondaccountability.dot.ca.gov/bondacc/MainMenuAction.do?%3E&page=modernization>

“Section 5310 Program Overview.” Federal Transit Administration. United States Department of Transportation. Accessed here: http://www.fta.dot.gov/13094_8348.html

“Social Service Block Grant: Background and Funding.” Congressional Research Service. 2012. Accessed here: <http://fas.org/sgp/crs/misc/94-953.pdf>

“Substance Abuse Prevention and Treatment Block Grant” Substance Abuse and Mental Health Services Administration. United States Department of Health and Human Services. Accessed here: <http://www.samhsa.gov/grants/block-grants/sabg>

“Surface Transportation Program (STP).” Federal Highway Administration. United States Department of Transportation. Accessed here: <http://www.fhwa.dot.gov/map21/factsheets/stp.cfm>

“Transit System Safety, Security & Disaster Response Account.” Strategic Growth Plan, Bond Accountability. Accessed here: <http://www.bondaccountability.dot.ca.gov/bondacc/MainMenuAction.do?%3E&page=transitsystemsafety>

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

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Metropolitan Transportation Commission, “Coordinated Public Transit-Human Services Transportation Plan Update for the San Francisco Bay Area.” 2013. Accessed here: http://www.mtc.ca.gov/planning/pths/4-13/Coord_Plan_Update.pdf

Nelson Nygaard Consulting Associates; Innovative Paradigms; FLT Consulting Inc., “Coordinated Public Transit-Human Services Transportation Plan,” Alpine County, 2008. Accessed here: <http://www.dot.ca.gov/hq/MassTrans/Coord-Plan-Res.html>

Nelson Nygaard Consulting Associates; Innovative Paradigms; FLT Consulting Inc., “Coordinated Public Transit-Human Services Transportation Plan,” Trinity County, 2008. Accessed here: <http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/CoordinatedPlng/TRINITY.pdf>

Sacramento Area Council of Governments, “SACOG Public Transit and Human Services Transportation Coordinated Plan,” Update: October 16, 2014. Accessed here: <http://www.sacog.org/transit/2014/Final%20SACOG%20Coordinated%20Plan%20app%2010-16-2014.pdf>

Tahoe Metropolitan Planning Organization, “Coordinated Human Services Transportation Plan,” Lake Tahoe Basin, 2008. Accessed here: <http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/CoordinatedPlng/2007Plans/Tahoe.pdf>

Transportation Research Board. “Communication with Vulnerable Populations: A Transportation and Emergency Management Toolkit.” Transit Cooperative Research Program. Federal Transit Administration. United States Department of Transportation. 2011.

APPENDIX D: STAKEHOLDER LIST

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

ALPINE COUNTY GOVERNMENT (VARIOUS DEPARTMENTS AND UNITS)

- Health and Human Services
 - Behavioral Mental Health
- Board of Supervisors
 - Transportation Commission
- Local governments
- Community Development
- Economic Development
- Probation Officers/Case Works/Social Workers

ALPINE COUNTY OFFICE OF EDUCATION

AREA 12 AGENCY ON AGING

NON-PROFIT ORGANIZATIONS

- Alpine Kids (alpinekids@live.com)

PLACES OF WORSHIP

COMMUNITY SERVICE ORGANIZATIONS (I.E. LYONS, KIWANIS, ETC.)

WASHOE TRIBE