
COORDINATED PUBLIC TRANSIT – HUMAN
SERVICES TRANSPORTATION PLAN
MENDOCINO COUNTY

Final Plan

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TABLE OF CONTENTS

Glossary of Acronyms.....	5
1. Introduction.....	7
Purpose of the Plan.....	7
Update Approach.....	8
Outreach.....	9
MAP-21.....	10
Funding for Public Transportation in Rural California.....	10
Federal Funding Sources.....	11
State Funding Sources.....	14
Social Services Funding Sources.....	15
Other Sources.....	18
2. Demographic Profile.....	20
Description and Demographic Summary.....	20
County Data.....	22
Low-Income Residents.....	22
People with Disabilities.....	22
Older Adults.....	23
3. Existing Transportation Resources.....	24
Public Transit Operators.....	24
Private Transit Providers.....	29
Social Service Transit Providers.....	31
Interregional Transit.....	33
4. Coordination of Services.....	35
Summary of Coordination Issues Raised in the 2008 Plan.....	35
Barriers to Coordination.....	35
Duplication of Services.....	36
Successes/Progress in Coordination.....	36
Duplication of Services.....	37
Contemporary [2014] Coordination Issues.....	37
5. Progress on the 2008 Priority Strategies.....	38
Highest Ranked Strategies and Five Year Progress.....	38
Summary of High Priority Strategies Identified in the 2008 Coordinated Plan.....	38
Progress in Priority Strategies.....	38
Other Notable Changes.....	39
6. Service Gaps and Unmet Transportation Needs.....	40
Key Origins and Destinations.....	40
Evaluation Criteria.....	41
Gaps, Challenges, and Unmet Transit Needs.....	42
Constrained.....	42

Unconstrained.....	45
7. Identification of Strategies and Evaluation	49
Evaluation Criteria.....	49
Identification of Strategies	49
High Priority Strategies and Projects.....	51
8. Implementation Plan for High Priority Strategies.....	53
Summary and Next Steps	56
Appendix A: Public Outreach material	57
Appendix B: Funding Matrix	79
Appendix C: Bibliography of Planning Documents	94

Figures

Figure 1-Population of Mendocino County 1850-2010.....	20
Figure 2-Mendocino County Population Density with Major Transportation Infrastructure	21
Figure 3-Mendocino Transit Authority Routes	25
Figure 4-Public Outreach Flyer	57

Tables

Table 1-Basic Population counts.....	22
Table 2-Population Projections for Persons Aged 65 and Over.....	23
Table 3-MTA Transit Performance Statistics.....	28
Table 4-Popular Trips and Fares for Obar 11 Door-to-Door	30
Table 5-Key Activity Centers in Mendocino County.....	41
Table 6-Constrained Unmet Needs	50
Table 7-2014 High Priority Strategies.....	52
Table 9-Stakeholder List.....	78
Table 8-Funding Matrix	79

GLOSSARY OF ACRONYMS

- ACS – American Community Survey
- ADA – Americans with Disabilities Act
- ADHC – Adult Day Health Care
- AoA – Administration on Aging
- Caltrans – California Department of Transportation
- ATP – Active Transportation Program
- CalWORKs – California Work Opportunity and Responsibility to Kids
- CDBG – Community Development Block Grants
- CSBG – Community Services Block Grant
- CTC – California Transportation Commission
- CTC – County Transportation Commissions
- CTH – Consolidated Tribal Health
- CTSA – Consolidated Transportation Service Agency
- DOT – Department of Transportation
- FTA – Federal Transit Administration
- HCBS – Home and Community-Based Services
- HRA – Human Resource Agency
- IEP – Individualized Education Program
- JARC – Job Access and Reverse Commute
- JPA – Joint Powers Agency
- LTC – Local Transportation Commissions
- LTF – Local Transportation Funds
- MAP-21 - Moving Ahead for Progress in the 21st Century
- MCOG – Mendocino Council of Governments
- MOE- Maintenance of Effort
- MPO – Metropolitan Planning Organization
- MSA – Metropolitan Statistical Area
- MTA – Mendocino Transit Authority
- NEMT – Non-Emergency Medical Transportation
- OAA – Older American Act
- Paratransit – Paratransit is specialized door-to-door transport for people with disabilities who are unable to ride fixed route public transportation.
- PTA – Public Transportation Account
- RCRC – Redwood Coast Regional Center
- 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
- SFVA – San Francisco Veterans Administration
- SGR – State of Good Repair
- SHA – State Highway Account
- SSBG – Social Services Block Grant
- SSTAC – Social Services Transportation Advisory Council
- STAF – State Transportation Assistance Funds
- STF – State Transportation Funds
- STIP – State Transportation Involvement Program
- TANF – Temporary Assistance for Needy Families
- TDA – Transportation Development
- TE – Transportation Enhancements
- Title III – Support and Access Services

- Title VI – Grants to American Indian Tribes
- VA – Veterans Administration

1. INTRODUCTION

PURPOSE OF THE PLAN

This document is an update to the 2008 Coordinated Public Transit-Human Services Transportation Plan for Mendocino County. Coordinated transportation is essential to keep people linked to social networks, employment, healthcare, education, social services, and recreation. Having access to reliable transportation can present a challenge to vulnerable populations, such as seniors, people with disabilities, and low income individuals. For these groups, a coordinated transportation plan is necessary to improve access, efficiency, and promote independence.¹

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

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

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

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

¹ Language taken from *2004 Executive Order: Human Service Transportation Coordination*. Issued by George W. Bush, February 24, 2004. <http://georgewbush-whitehouse.archives.gov/news/releases/2004/02/20040224-9.html>

services transportation plan. Moving Ahead for Progress in the 21st Century (MAP-21), which replaced SAFETEA-LU, was signed into law on July 6, 2012; it is the nation’s key surface transportation program. Under MAP-21, only funds under the expanded Elderly Individuals and Individuals with Disabilities (Section 5310) program are subject to the coordinated-planning requirement.²

This plan is intended to meet the coordinated-planning requirement as well as to provide the Mendocino Council of Governments 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 Mendocino Council of Governments so that all transportation providers within Mendocino County who are eligible for FTA Section 5310 funding can apply for those funds.

UPDATE APPROACH

Updating the coordinated plan consisted of the following tasks:

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

The 2008 Coordinated Plan was the starting point for this update. More recent planning documents, Transportation Commission, Transit Agency Board and/or Social Services Transportation Advisory Council (SSTAC) meeting minutes, coordinated plans from other counties, and other resources also shaped the update. Efforts were also made to gather input from the general public and stakeholders through outreach meetings, internet and paper surveys, phone calls, and written comments. This update is shaped by the four required elements of the coordinated plan:³

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

² MAP-21 consolidated Section 5310 & Section 5317 programs into a single expanded Elderly and Disabled (Sec. 5310) program. MAP-21 also consolidated the Section 5311 & Section 5316 programs, but currently there is not a coordinated-planning requirement for the expanded Formula Grants for Other than Urbanized Areas (Sec. 5311) program.

³ U.S. Department of Transportation, FTA. Circular: FTA C 9070.1G “*Enhanced Mobility of Seniors and Individuals and Individuals with Disabilities Program Guidance and Application Instructions*.” Page V-2. June 6, 2014.
http://www.fta.dot.gov/documents/C9070_1G_FINAL_circular.pdf

Assessment of the targeted populations' transportation needs begins with a demographic profile in Section 2, existing transportation resources are reviewed in Section 2, and Sections 4 and 5 give updates on progress related to coordination of services and the priority strategies identified in the 2008 Plan. The Coordinated Plan's assessment of transportation needs concludes in Section 6 with a discussion of service gaps and unmet transportation needs. Strategies, activities, and/or projects to address identified gaps between current services and needs are then examined in Section 7. Lastly, Section 8 identifies and prioritizes implementation plans for the high priority projects and strategies identified in the preceding sections.

These required components of the Coordinated Plan make some portions of these sections very broad and others very specific. In addition, Section 5310 funding now requires any potential future project or strategy to be identified and included within the Plan.

OUTREACH

This coordinated plan used a multitude of means to ensure participation by seniors; individuals with disabilities; representatives of public, private, and nonprofit transportation and human services providers; as well as other members of the public. Key tools and strategies to solicit information and feedback from stakeholders and the general public included:⁴

- Presentation and discussion after the Mendocino Transit Authority meeting on October 23, 2014 at 3:00pm at the Ukiah Conference Center in Ukiah.
- Public and stakeholder workshop on October 22, 2014 at 3:00pm at the C.V. Starr Center in Fort Bragg.
- 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.
- Input from the Social Services Transportation Advisory Council.
- Discussion and comments received at Mendocino Council of Governments Board meeting.

The consultants and contacts from Mendocino Transit Authority and the Mendocino Council of Governments employed different techniques to advertise opportunities for engagement. Emails were sent to county agencies and non-profit organizations, an announcement was placed in the *Fort Bragg Advocate* and the *Ukiah Daily Journal* newspapers, flyers were distributed to different people and agencies, and flyers were posted in various locations, such as county buses, county offices, and post

⁴ Stakeholders in this report refers to agency staff for social services, transit providers, elected officials, and other individuals who work in transportation and/or with individuals with disabilities, seniors, and low income people.

offices. Details of outreach strategies, instruments, and input from outreach activities 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:

- 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 Mendocino County, but it is an initial effort to develop a comprehensive list of potential transportation funding sources. Appendix B lists some of the funding sources discussed in this narrative along with additional funding sources for 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 PROGRAM⁵

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

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

Eligible Projects:

- Capital/operating/administration related projects are eligible.
- At least 55% of program funds must be used on capital projects that are public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.
- The remaining 45% may be used for any other eligible purpose, including capital and operating expenses and New Freedom-type projects:

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

- 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 (under 200,000 population).
- 20% to states for rural areas.

Funding:

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

The national apportionment for FTA Section 5310 in FY 2014 was over \$257 million, with California receiving \$28.7 million.⁶

FTA SECTION 5311 FORMULA GRANT FOR RURAL AREAS⁷

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

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

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

⁷ Language and information from this section was taken from the 2013 Coordinated Plan Update for Humboldt County and the Federal Transit Administration website (http://www.fta.dot.gov/grants/13093_3555.html)

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

Eligible Recipients:

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

TOLL CREDIT FUNDS IN LIEU OF NON-FEDERAL MATCH FUNDS⁸

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

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

NON-TRADITIONAL TRANSPORTATION PROGRAM FUNDING

TRANSPORTATION ALTERNATIVES PROGRAM

Prior to MAP-21, apportionments of Transportation Enhancements (TE)⁹ were included in the State Transportation Improvement Program (STIP) for each region. MAP-21 replaced TE with the Transportation Alternatives Program (TAP), which is funded at 2% of the total of all MAP-21 programs with set asides. TAP projects must be related to surface transportation, but are intended to be enhancements that go beyond the normal transportation project functions. Eligible activities include Transportation Alternatives; recreational trails program; safe routes to schools program; and planning, designing, or constructing roadways within the right-of-way of former interstate routes or other divided highways. In September 2013, California legislation created the Active Transportation Program (ATP). The ATP consolidates existing federal and state programs, including TAP, Bicycle Transportation Account, and Safe Routes to School into a single program with a focus to make California a national leader in active transportation.¹⁰

STATE FUNDING SOURCES

TRANSPORTATION DEVELOPMENT ACT (TDA)¹¹

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

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

Prior to approving TDA funds for purposes other than public transportation, specialized transportation, or facilities for bicycles and pedestrians, the Local Transportation Commission, sometimes referred to as the Regional Transportation Planning Agency (RTPA), conducts an annual unmet transit needs process which includes a public hearing and assessment of transit. Commission staff and the local SSTAC review public comments received and compare the comments to the adopted definitions to determine if there are unmet transit needs, and whether or not those needs are “reasonable to meet.” Each RTPA is required to adopt definitions of “unmet transit need” and “reasonable to meet.” Any unmet transit needs that are reasonable to meet must be funded before funds can be allocated for streets and roads.¹²

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

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

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

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

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

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)¹³

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

SOCIAL SERVICES FUNDING SOURCES¹⁴

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

OLDER AMERICANS ACT (OAA)

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

REGIONAL CENTERS

Regional Centers are nonprofit private corporations that contract with the Department of Developmental Services to provide or coordinate services and support for individuals with developmental disabilities. They have offices throughout California to provide a local resource to help find and access the many services available to individuals and their families. There are 21

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

¹⁴ Language and information on social service funding was found through various government documents (i.e. Health and Human Services), information from key contacts, AARP, the 2008 Coordinated Plan, and other internet sources.

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.

MEDI-CAL

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

TITLE XX SOCIAL SERVICES BLOCK GRANT (SSBG) (DEPARTMENT OF SOCIAL SERVICES)¹⁵

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

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

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

CONSOLIDATED HEALTH CENTER PROGRAM (BUREAU OF PRIMARY HEALTH CARE)

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

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

This program supports improved access to community-based health-care for people with serious mental illnesses. Grants are awarded for both the health services and supporting services including

¹⁵ "Social Service Block Grant: Background and Funding." Congressional Research Service.
<http://fas.org/sgp/crs/misc/94-953.pdf>

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 and is the largest Federal program dedicated to improving publicly-funded substance abuse prevention and treatment systems.¹⁶ Funds may be used to support transportation-related services such as mobility management, reimbursement of transportation costs and other services. There is no matching requirement for these funds.

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

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

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

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

HEAD START (ADMINISTRATION FOR CHILDREN AND FAMILIES)

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

TEMPORARY ASSISTANCE TO NEEDY FAMILIES (TANF)/CALWORKS

¹⁶ “Fact Sheet: Substance Abuse Prevention and Treatment Block Grant.”
http://beta.samhsa.gov/sites/default/files/sabg_fact_sheet_rev.pdf

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)¹⁷

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

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

OTHER SOURCES

This 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.

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

¹⁷ “Community Development Block Grant Program-CDBG.” U.S. Department of Housing and Urban Development. http://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/communitydevelopment/programs

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

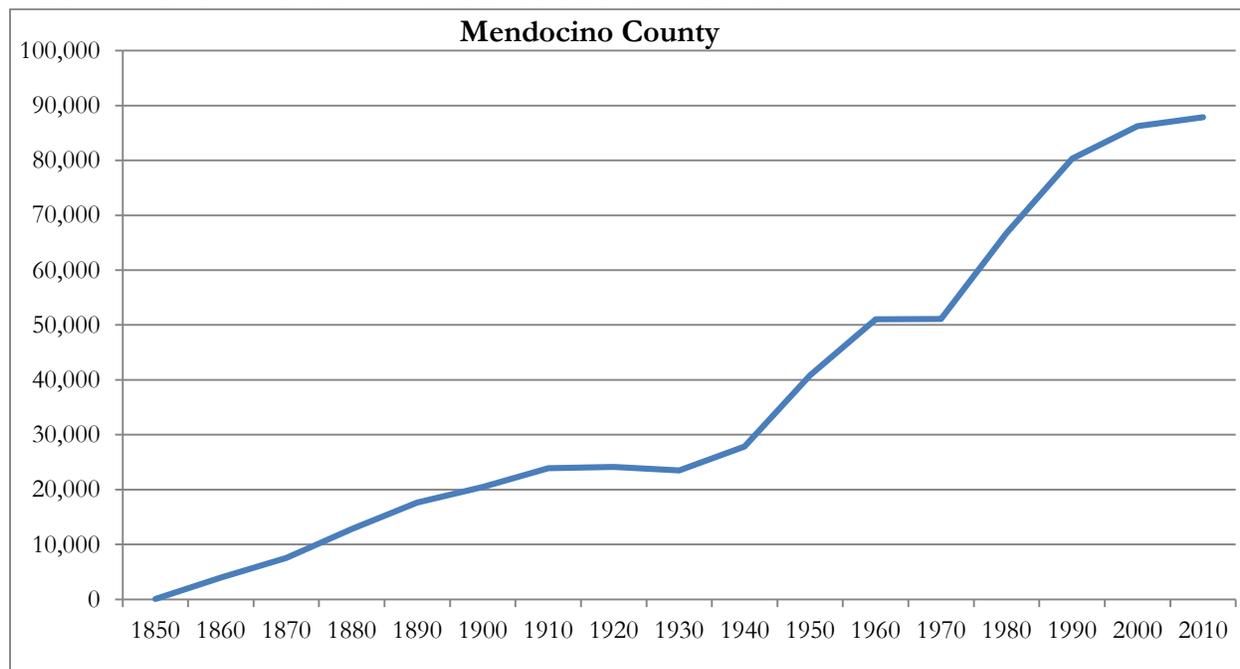
2. DEMOGRAPHIC PROFILE

DESCRIPTION AND DEMOGRAPHIC SUMMARY¹⁸

Located along the north coast of California, Mendocino County is large and geographically diverse. The county can be broken into four distinct areas: 1) the coastal areas generally following Highway 1, 2) the Highway 101 corridor that traverses the county from north to south, 3) the mountainous area between Highway 101 and Highway 1 (including the Anderson Valley), and 4) the more remote northeast corner of the county that includes the Round Valley Indian Reservation.

Mendocino County has historically relied on the timber and fishing industries, seasonal crops and tourism to sustain the economy. However, over the past 20 years the timber and fishing industries have declined sharply while tourism, grape and wine production and organic farming have helped fill the gap.

FIGURE 1-POPULATION OF MENDOCINO COUNTY 1850-2010



Source: U.S. Census Bureau, Decennial Census

Mendocino County is bordered by Sonoma County to the south, Glenn, Lake and Tehama Counties to the east, Humboldt and Trinity Counties to the north and the Pacific Ocean to the west. The primary transportation corridors are Highway 101, through the middle of the county, and Highway 1 that follows the coast. State Routes 53 and 128 connect the Ukiah area to the coast and travel through the Anderson Valley, while Highway 20 connects the Highway 1 corridor with Highway 101 further east before continuing to the I-5 corridor. In addition to these major routes, some smaller

¹⁸ The language and information for this section was taken from Mendocino County's 2008 Coordinated Public Transit-Human Services Transportation Plan

COUNTY DATA

Nationwide, transit system ridership is drawn largely from the 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 are also described as transportation disadvantaged and there is considerable overlap among these groups. For example, a senior may be disabled and have low income.

As of 2013, Mendocino County had a population of 87,497 and a population density of 25.1 persons per square mile. Above in Figure 1 is the population of Mendocino County from 1850 to 2010. Figure 2 above shows the population density of the county with major transportation infrastructure.

As can be seen, population growth in Mendocino County was steady until 1910 when the population held fairly constant until 1930. From 1940 until 1960 the population grew very quickly before holding steady again in 1970. Since 1970 the population has grown quickly, albeit at a decreasing rate.

Table 2 below provides some population characteristics, including details of the three key demographic groups of greatest concern for this report: seniors, individuals with disabilities and those with low income. For comparison, the total population and percent of the three demographic groups is also presented for California and the United States as a whole. These estimates are from the U.S. Census Bureau’s American Community Survey (ACS) 2013 5-year estimates.

TABLE 1-BASIC POPULATION COUNTS

Area	Total Population	% of state population	% persons aged 65+	%persons w/ disability	% poverty level
United States	311,536,594	-	13.4%	12.1%	15.4%
California	37,659,181	-	11.8%	10.1%	15.9%
Mendocino	87,497	0.23%	16.7%	16.1%	20.0%

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

LOW-INCOME RESIDENTS

According to the ACS, an estimated 17,221 low-income persons reside in Mendocino County, representing approximately 20.0% of the local population. The concentration of those below the poverty line is highest in Ukiah with 21.7% of the population below the federal poverty level.

PEOPLE WITH DISABILITIES

According to the ACS, 16.1% of the non-institutionalized population of Mendocino County has a disability, which is higher than both California’s population, and the population of the United States (see Table 1). The top three disability issues for those disabled between the ages of 5 and 17 are cognitive, hearing and ambulatory difficulty. For those 18 to 64 the top three disability issues are ambulatory, cognitive and independent living difficulty. For those 65 and older, the top three disability issues are ambulatory, hearing and independent living difficulty.

OLDER ADULTS

According to the ACS, 11.8% of Californians are aged 65 or older, which is lower than the national average of 13.4%. At a rate of 16.7%, the percentage of older adults in Mendocino County is significantly higher than both the state and national averages.

Table 2 shows how the older adult population in Mendocino County is changing. Table 2, which is from California’s Demographic Research Unit, shows the total number of older adults (65 and older) in 2010 along with projections for every decade until 2060. As is the case nationwide, the population in Mendocino County is aging. In 2010, 15.4% of Mendocino County’s population was aged 65 or older. Between 2010 and 2060, the percentage of people 65 and older overall is expected to reach approximately 26.5% of the county. According to the ACS data, 40.2% of the population of Mendocino County that is 65 and older has a disability.

TABLE 2-POPULATION PROJECTIONS FOR PERSONS AGED 65 AND OVER

Age Group	2010	2020	2030	2040	2050	2060	Population Change 2010-2060
Under 65	74,380	71,049	70,827	73,464	73,948	75,051	1%
65-74 (Young Retirees)	7,621	13,002	11,320	10,220	11,718	11,258	48%
75-84 (Young Retirees)	3,962	5,512	9,701	8,907	8,285	9,680	144%
85 or more years (Seniors)	1,961	1,936	2,964	5,522	5,913	6,116	212%
Subtotal: Population 65+	13,544	20,449	23,985	24,648	25,916	27,054	100%
% older adults, Given County	15.40%	22.35%	25.30%	25.12%	25.95%	26.50%	

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

Note: Data in this table was obtained from the California Department of Finance which calculates population in a different manor than the Census.

3. EXISTING TRANSPORTATION RESOURCES

This section presents information on existing public transit services as well as transportation provided by social service transportation providers in Mendocino County. Both private and public transportation services are included.

PUBLIC TRANSIT OPERATORS

MENDOCINO TRANSIT AUTHORITY

Mendocino Transit Authority (MTA) is a Joint Powers Agency (JPA) which was formed in 1976 by the County of Mendocino, and the four incorporated cities: Fort Bragg, Point Arena, Willits and Ukiah. MTA also operates the public bus system that serves the most densely populated parts of the county: Ukiah, Mendocino Valley, and the coastal regions of the County. MTA also serves as the Consolidated Transportation Service Agency. MTA's service area encompasses about 2,800 square miles. The transit system includes a network of long distance, commute and local fixed routes, plus demand response services in Ukiah and Ft. Bragg.

MTA provides nine fixed and flex bus routes, demand response service through contracts with five of the Mendocino County senior centers, and many connections to the broader regional transportation network including: Amtrak, Greyhound, and shuttles to the Oakland and San Francisco Airports. In total, MTA has a fleet of approximately 35 vehicles. Each of these services is discussed in greater detail below. All fares are current as of July 2014. Monthly passes and student fares are available.

A map of all routes is presented in Figure 3 on the following page.

FIXED BUS ROUTES

Route 65: CC Rider

Route 65 runs seven days a week from Ft. Bragg to Willits, Ukiah and Santa Rosa. Connections can be made in Santa Rosa to San Francisco, regional airports, Sonoma County and Amtrak stations. The bus leaves Ft. Bragg at 7:03 am and makes stops in Willits, Redwood Valley, Ukiah, Hopland and Windsor before reaching Santa Rosa at 10:45 am. The route back to Ft. Bragg leaves Santa Rosa at 2:25 pm and arrives at Ft. Bragg at 6:23 pm. Route 65 makes only one trip each day.

Fares range from \$1.50 for within Ft. Bragg service (\$0.75 for seniors, people with disabilities and those with MTA discount cards), to \$23.00 for service all the way to Santa Rose (\$11.50 for seniors, people with disabilities and those with MTA discount cards). Pick-ups and drop-offs can be made in Santa Rosa within a 3 mile radius of the 2nd St. Transit Mall for an additional fare of \$2.00.

Route 7: Ukiah Jitney

Route 7 is a direct route that connects north and south Ukiah Monday through Friday during peak ridership hours. The trip takes approximately 26 minutes and the route makes seven stops. The fare for the trip is \$1.50 for regular passengers and \$0.75 for seniors, people with disabilities and those with MTA discount cards. Route 7 makes two round trips each day of operation.

FIGURE 3-MENDOCINO TRANSIT AUTHORITY ROUTES



Source: MTA website, available here: <http://www.mendocinotransit.org/maps-and-schedules/>

Route 9: Ukiah Local

The Ukiah Local route serves the same area as the Ukiah Jitney route, however, it makes more stops and will deviate from its path from 6:00 pm to 11:00 pm for those that live within $\frac{3}{4}$ of a mile of the fixed route. Service for route 9 is also available Monday through Friday and on Saturdays. Route 9 makes nine stops between Plant Road and Mendocino College. The trip takes approximately 34 minutes. The fare for the trip is \$1.50 for regular passengers and \$0.75 for seniors, people with disabilities and those with MTA discount cards. Route 9 makes 12 round trips each day of operation.

Route 1: Willits Local (Willits Rider)

Route 1 is a Monday through Friday service within Willits. The Willits Rider makes 13 stops in the city and the entire trip takes approximately 25 minutes. Stops include the clinic/hospital, Post Office, market and the Senior Center. The fare is \$1.50 for regular passengers and \$0.75 for seniors, people with disabilities and those with MTA discount cards. Route 1 makes 11 round trips each day of operation. The Willits Rider provides both scheduled, and flex stops.

Route 20: Willits/Ukiah

Route 20 is a Monday through Friday service which connects Willits and Mendocino College through timed transfers to Route 9 – the Ukiah Local. Beginning at Willits City Park, route 20 makes nine stops on the way to Mendocino College, located just north of Ukiah, where it connects with Route 9 three times per day, and makes the trip to down to Ukiah on its own three times per day. The fair for this route is \$1.50 for within Willits (\$0.75 for seniors, people with disabilities and those with MTA discount cards), and \$3.00 to Ukiah (\$1.50 for seniors, people with disabilities and those with MTA discount cards).

Route 5: BraggAbout

Route 5 is a Monday through Friday, hourly service within Ft. Bragg. Service begins at 8:00 am and runs every hour until 6:00 pm. BraggAbout makes eight stops including at the hospital, Rite Aid and Safeway. This route also connects with Route 60 four times per day. The fare for this route is \$1.50 for regular passengers and \$0.75 for seniors, people with disabilities and those with MTA discount cards.

Route 60: The Coaster

Route 60 serves Ft. Bragg south down to Navarro River Junction. This is also a Monday through Friday service. Within Ft. Bragg, The Coaster operates on the same route as BraggAbout, however, at the Navarro River Junction it connects with Route 75 for trips to the south coast and Ukiah. The Coaster runs four round trips per day, two of which connect with route 75. Fares vary by destination, but range from \$1.50 within the city of Ft. Bragg (\$0.75 for seniors, people with disabilities and those with MTA discount cards) to \$5.25 for the trip to Ukiah (\$2.60 for seniors, people with disabilities and those with MTA discount cards).

Route 95: South Mendocino Coast/Santa Rosa

Route 95 runs seven days a week and connects the South Coast with Santa Rosa. It serves the coastal communities from Point Arena south to Bodega Bay. From Santa Rosa passengers can also connect to other Santa Rosa transportation, transit services to San Francisco, Amtrak and regional airports. Route 95 makes 15 stops on its way to Santa Rosa. The fare for this trip varies by destination, but ranges from \$1.50 to Gualala, Anchor Bay and Sea Ranch (\$0.75 for seniors, people with disabilities and those with MTA discount cards) to \$8.25 to Santa Rosa (\$4.00 for seniors, people with disabilities and those with MTA discount cards). Only one round trip is made per day.

Route 75: South Mendocino Coast/Ukiah

Route 75 runs Monday through Saturday, and connects the South Coast with Ukiah. This route serves South Coast communities from Navarro River Junction to Gualala as well as the inland communities of Navarro, Philo and Boonville. It connects with The Coaster at Navarro River Junction Monday through Friday. The route leaves Gualala at 7:45 am and reaches Ukiah at 10:35 am after making 11 stops and connecting with The Coaster at Navarro River Junction. The return trip leaves Raley’s in Ukiah at 2:50 pm and arrives at Gualala at 5:55 pm after making 13 stops and connecting with The Coaster at Navarro River Junction.

The fare for this route varies by destination from \$1.50 for within Ukiah or Gualala (\$0.75 for seniors, people with disabilities and those with MTA discount cards) to \$6.75 when traveling from Ukiah to Gualala, or the other way around (\$3.35 for seniors, people with disabilities and those with MTA discount cards).

Table 4 presents performance statistics for the MTA transit system.

TABLE 3-MTA TRANSIT PERFORMANCE STATISTICS

Statistic	FY 2008/09	FY 2009/12	FY 2010/11
Ridership	422,081	409,676	380,273
Passengers/Hour	9.1	8.9	9
Passengers/Mile	0.55	0.53	0.55

Source: 2012 Mendocino County Short Range Transit Development Plan

DEMAND RESPONSE

Demand response is a curb-to-curb service available in Fort Bragg and Ukiah. The service is open to the general public, although there are discounted fares for seniors and people with disabilities. Fares are charged by zone with Ukiah being broken up into five zones and Fort Bragg broken up into four zones. Fares within the primary zone are \$6.00 for the general public, \$3.00 for seniors and disabled persons (as well as their companions) and \$1.25 for children 6 and under. Each additional zone is \$6.00.

Demand response services can also provide paratransit service on a limited basis. This service is only offered to those with ADA certification living within ¾ of a mile of MTA’s local Ft. Bragg, Willits or Ukiah bus routes. To utilize this service reservations are required at least 24-hours in advance. In

Ft. Bragg and Ukiah this service is operated by MTA, in Willits the service is operated by Willits Seniors Inc.

E-RIDE VOLUNTEER¹⁹

e-Ride was launched as a pilot project in Covelo and Laytonville, in April and June of 2011, respectively. This program matches persons needing a ride with volunteer drivers who receive a \$10 voucher for driving expenses. MTA had been awarded a two-year extension of the grant through December 31, 2013. The program continues as a self-funded MTA program

PRIVATE TRANSIT PROVIDERS

HEY TAXI

Hey Taxi is a private for-profit company that provides taxi and medical transportation in Lake and Mendocino Counties, as well as Santa Rosa in Sonoma County. Hey Taxi is the only Sunday and late night service available in Lake and Mendocino counties. Taxi service is available in the following communities:

- Ukiah: Service is provided 24 hours a day and seven days a week
- Clearlake: Service is provided seven days a week, until 2:00 am on weekends
- Lakeport: Service is currently more limited because there is not a full-time driver
- Willits: Monday through Saturday, 6:00 am to midnight
- Santa Rosa: Medical trips only

Local service is \$2.50 per pick up and \$2.50 per mile thereafter. Out-of-town service is negotiable, but costs roughly \$2.00 per mile after pickup. Medical transportation is \$50.00 plus \$3.00 per mile thereafter for wheelchair pick-ups and \$150.00 plus \$6.00 per mile thereafter for gurney trips.

Hey Taxi service operates 15 to 19 vehicles, and approximately 10 vehicles are devoted to medical transportation. The company currently employs approximately 30 drivers, including three owner-operators with independent contracts.

Medi-Cal pays for 80% to 90% of medical trips provided by Hey Taxi. Most of these trips are within a 10-mile radius of the patient's home. Medi-Cal does not pay enough to cover out-of-county trips since its rules stipulate that trips must be limited to 90 minutes. The trips are more cost-effective if patients can double up on their trips, which is allowed under Medi-Cal guidelines.

RILEY CAB

Riley Cab offers affordable local and long distance transportation in Lake and Mendocino Counties. Service is available 24 hours a day, seven days a week, every day of the year. All Riley Cab drivers are background checked and hold licenses issued by Lake and Mendocino Counties. Service costs \$3.00 per pick-up and \$3.00 per mile thereafter.

¹⁹ Information for this section is from the 2012 Mendocino County Short Range Transit Development Plan and MTA staff.

In addition to regular trips Riley Cab offers event rates, scheduled pick-ups, transportation to local and regional airports and business accounts. The main area of service in Mendocino County is the Ukiah region.

OBAR 11 ENTERPRISES DOOR TO DOOR

Formerly Fort Bragg Door to Door, Obar 11 Enterprises is a door-to-door transportation service in Mendocino County. Service is available by appointment seven days a week from 8:00 am to 10:00 pm Sunday through Thursday, and 8:00 am to Midnight on Friday and Saturday. Alternative schedules can be discussed in advance.

TABLE 4-POPULAR TRIPS AND FARES FOR OBAR 11 DOOR-TO-DOOR

Origin	Destination	Cost	Origin	Destination	Cost
Heritage House	Little River	\$18.00	Fort Bragg	Fort Bragg	\$10.00
Heritage House	Mendocino	\$22.00	Fort Bragg	Mendocino	\$24.00
Heritage House	Little River Airport	\$18.00	Fort Bragg	Willits	\$66.00
Heritage House	Fort Bragg	\$42.00	Fort Bragg	Ukiah	\$90.00
Little River Airport	Van Damme State Park	\$8.00	Fort Bragg	Little River Airport	\$35.00
Little River Airport	Little River	\$8.00	Fort Bragg	Pt. Arena	\$110.00
Little River Airport	Mendocino	\$18.00	Fort Bragg	Laytonville	\$90.00
Little River Airport	Fort Bragg	\$35.00	Fort Bragg	Leggett	\$90.00
Little River Airport	Albion	\$18.00	Fort Bragg	Albion	\$40.00
Little River	Casper	\$25.00	Fort Bragg	Little River	\$25.00
Little River	Mendocino	\$12.00	Fort Bragg	Gualala	\$135.00
Little River	Fort Bragg	\$32.00	Fort Bragg	Elk	\$56.00
Mendocino	Albion	\$25.00	Elk	Albion	\$35.00
Mendocino	Fort Bragg	\$24.00	Ukiah	Mendocino	\$95.00
Mendocino	Casper	\$20.00	Boonville	Mendocino	\$60.00

Source: Obar 11 website located here: <http://www.obar11.com/pricing>

Pricing is based on timing and distance. Table 5 above shows popular routes and the respective prices. In addition to these destinations, trips to the San Francisco, Sacramento, or Oakland airports are available for \$620.00 round trip including toll fare and bottled water. Six hour tours of Anderson Valley Wineries are available for \$350.00 for up to six people. Discounts are available for various groups including free trips for active military.

SELLARS LIMOUSINE SERVICE

Sellars Limousine Service is a transportation company operating out of Ukiah. Service is available by reservation 24 hours a day, seven days a week and all major credit cards are accepted.

MENDOCINO WINE TOURS & LIMOUSINE

Mendocino Wine Tours & Limousine is a private transportation service company operating in Lake, Mendocino and Sonoma Counties. It serves charter parties by reservation throughout the area. Rates vary based on the type of vehicle rented, but include \$63.25 per hour for a Sedan and \$101.20 per hour for a Limousine with a three hour minimum. All trips are subject to a \$30.00 fuel surcharge. Trips also include complimentary champagne.

SOCIAL SERVICE TRANSIT PROVIDERS

ANDERSON VALLEY SENIOR CITIZEN CENTER INC.

Transportation is provided by the senior center on Tuesdays and Thursdays for rides to and from the center's nutrition program lunches. Rides are available by reservation only and must be made no later than 11:00 am on the day of the lunch. Transportation is also provided for errands around Anderson Valley including medical appointments and shopping.

Through an endowment fund, the program also pays for monthly trips into Ukiah for entertainment purposes including movies and other activities. The driver works on a volunteer basis which helps to reduce the cost of operations. This program is available to all senior citizens and low-income people in need of transportation. The program is provided through a contract with MTA.

UKIAH SENIOR CENTER

The Ukiah Senior Center provides a variety of services to older and disabled adults in Ukiah and the surrounding areas. The Center provides transportation to an activity called *The Lunch Bunch* for seniors who need assistance and socialization, which also offers a much needed respite for spouses, caregivers and families. Schedules are built in and around a.m. and p.m. trips of these seniors coming to the Center on Monday, Tuesday, Thursday and Friday. During the day, buses are used to provide door-through-door assisted trips that are reserved in advance for any trip purpose, or call in on demand trips for seniors or the disabled. The Center has never recovered from the budget cuts and loss of funding that made it necessary years ago to cut Wednesday bus service. The Center has not been able to find long term funding to operate for the full 5 day week.

Transportation services are operated in-house with one program supervisor, four part-time drivers, two dispatch assistants and one administrative assistant. Drivers are baby-boomer age and mostly retired.

MTA supports the Center by providing secure funding to operate bus, help with procurement of buses through the Section 5310 Program, provides maintenance, assistance with fuel availability and housing of the buses at their facility. With federal FTA Section 5310 funds, most of the buses are provided by awarded grants written by the administrative assistant at the Center.

MENDOCINO COUNTY DEPARTMENT OF SOCIAL SERVICES

The Mendocino Department of Social Services provides transportation services to veterans needing rides to the SFVA Medical Center. This is a shuttle service that departs from both Fort Bragg and Ukiah once a day. It departs on Tuesdays and Thursdays from Fort Bragg and Monday through Friday from Ukiah. The shuttle leaves both cities at 5:00 am.

REDWOOD COAST REGIONAL CENTER

The Redwood Coast Regional Center (RCRC) is one of 21 private, non-profit regional centers in California serving people with developmental disabilities through a contract with the California

Department of Developmental Services. RCRC assists residents with developmental disabilities and their families to obtain community support and services in Del Norte, Humboldt, Lake and Mendocino Counties.

The center does not provide transportation services itself, however, it does assist individuals and families in paying for both public, and private modes of transportation to and from the RCRC. Under contract with MTA, Route 97 is run exclusively for developmentally disabled individuals²⁰.

COMMUNITY RESOURCES CONNECTION

Community Resources Connection is a non-profit, volunteer based organization that provides transportation assistance for seniors, disabled adults, youth and other residents of the Northern California coastal area between the communities of Timber Cove and Manchester. It functions in conjunction with Redwood Coast Medical Services, a non-profit based in Gualala.

This service is provided free of charge for residents unable to drive themselves or arrange other private or public transportation to health-related appointments, significant community events, or to pick up mail, stamps, medications, groceries or other necessities.

Transportation is provided either in the volunteers' own vehicle (for which the volunteer pays for all fuel, tolls and parking fees), or in one of Community Resources Connection's seven passenger vans that have been partially paid for by the Mendocino Transit Authority.

CONSOLIDATED TRIBAL HEALTH

Consolidated Tribal Health (CTH) provides transportation options for eligible patients who are following a treatment plan set out by a CTH provider. Transportation is limited and subject to transporter availability.

Transportation services are provided to take patients to their appointments. This service is provided to patients who have a referral and who are unable to get themselves to their scheduled appointments. Two weeks advance notice is required to secure transportation as availability is limited. Transportation can be provided for ambulatory services as well.

CTH also offers very limited travel reimbursement for eligible American Indian and Alaskan Natives to help these patients reach their appointments. Reimbursement is contingent upon required documentation proving residency and membership in an American Indian tribe, or Alaskan Native origins.

ROUND VALLEY INDIAN HEALTH CENTER

Round Valley Indian Health Center may provide transportation to patients if transportation staff and a vehicle are available. Currently, the Round Valley Indian Health Center provides out of town transportation services limited to dialysis patients receiving treatment and dependent on space

²⁰ 2012-2016 Short Range Transit Development Plan

availability. Referrals and authorization from Round Valley Indian Health Center, along with 72 hour notice are required to schedule transportation. Diabetes related appointments, seniors over 55 years of age with no other means of transportation, and children are eligible for transportation services.

TRANSPORTATION PLUS

Transportation Plus provides medical transportation within Mendocino and Lake Counties, and to other medical centers in Northern California.

REDWOOD COAST SENIOR CENTER

The Redwood Coast Senior Center operates two buses available all day for seniors aged 60 and over. Service is available for all seniors and pick-ups are available for passengers anywhere in Fort Bragg and the surrounding areas. This is a door-to-door service. The cost of the service depends on the destination, although fares range from \$1.00 to \$4.00. Drivers will assist people entering and exiting the vehicle, along with helping carrying bags and packages as well.

MTA pays a large part of the cost of this service and is a longtime partner of the Redwood Coast Senior Center.

WILLITS SENIOR CENTER

The Willits Senior Center operates a passenger van and wheelchair bus for those aged 55 and above. In 2013 this service provided 9,101 rides. This is 11 rides less than the year before, although this can most likely be attributed to the Mendocino Transit Authority's new fixed route that stops at the senior center.

This service is door-through-door and the driver is able to assist both persons, and their bags on to, and off of the van or bus. Funding for this service is received from FTA Section 5310 which paid for the bus in June of 2013. Operation for this service is paid for by the Mendocino County Health and Human Services Department.

SOUTH COAST SENIOR CENTER

The South Coast Senior Center is located in Gualala and Point Arena, and alternates its services between these communities throughout the week. The center provides demand response transportation services to older adults and disabled passengers Monday through Wednesday. In addition, out-of-town trips are made once a week for shopping, medical appointments and more. This program is provided through a contract with MTA.

INTERREGIONAL TRANSIT

LAKE TRANSIT

Lake Transit operates service within Lake County and offers connections to Mendocino and Napa Counties. The majority of Lake Transit's routes operate Monday through Saturday. Lake Transit offers fixed-route service in Clearlake, and express routes and deviated fixed-route service to all other parts of the county.

Lake Transit's Route 7 operates between Lakeport and Ukiah with stops at Robinson Rancheria, Upper Lake, Blue Lakes, Calpella, and Mendocino College. Connections can be made to Amtrak, Greyhound at the Ukiah Regional Airport, and Mendocino Transit service in Ukiah. There are four runs in each direction Monday through Saturday.

GREYHOUND

Greyhound services two locations in Mendocino County: Willits and Ukiah. It provides one trip each day to Eureka/Arcata with a 4:45 pm scheduled departure from Ukiah and 9:30 pm scheduled arrival in Eureka. There is also a southbound trip each day, departing from Eureka at 2:00 pm, which provides direct service to San Francisco and a one-transfer trip to Sacramento.

AMTRAK

There are four Amtrak stops in Mendocino County in Ukiah, Willits, Laytonville and Leggett. These stops are designated for bus pick-up for transport to a rail station and are only available for passengers with rail tickets. However, they do afford extra transportation for those seeking to utilize the Amtrak train system.

4. COORDINATION OF SERVICES

A Consolidated Transportation Service Agency (CTSA) is an organization that provides transportation coordination services, information resources to the public, and technical assistance to community and specialized transportation providers. CTSA's were made possible by California Legislation in the 1979 *Social Service Transportation Improvement Act*, also called AB 120. Seeking to facilitate the coordination of social services transportation that were often times inefficient and duplicative, the Social Service Transportation Improvement Act allowed for the designation of CTSA's in each California County. 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 transportation providers and human and social service agencies. The 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.²¹

Some of the objectives of coordinating transportation include identifying opportunities to reduce duplication of services by comingling clients from various agencies, allowing agencies to share vehicles, and providing information about where and when all existing services are operating so agencies can schedule different types of clients on vehicles that are serving the same destinations.

While most rural counties have a designated CTSA, many CTSA's do not have the capacity to fully carry out tasks associated with coordination. This is often the result of lack of resources, which may include any combination of staff, time, and/or money.

The CTSA for Mendocino County is the Mendocino Transit Authority.

SUMMARY OF COORDINATION ISSUES RAISED IN THE 2008 PLAN

BARRIERS TO COORDINATION

The following barriers to coordination were identified in the 2008 Mendocino County Coordinated Plan:

- **Geography:** Although Mendocino County is more urbanized than a number of counties in California, it still contains some very isolated communities (e.g., Covelo, Laytonville, Manchester and others). This isolation, coupled with the size of the county, makes it very difficult to coordinate the limited transportation resources in the county to reach all isolated areas.

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

- **Special Client Needs:** Many customers of services that provide transportation to those with special needs cannot independently make use of transportation programs. They require assistance such as help on and off the buses, assistance using safety belts and other equipment, or even help finding the right transportation provider for their specific need. In many cases the level of assistance these clients need is not conducive to system integration. Some agencies have established service standards or guidelines for consideration in transporting clients, such as the need for higher levels of care, required use of seat belts and more. These guidelines may preclude the transportation of special needs clients.
- **Funding Restrictions:** Many agencies that serve specific clients are required to use those funds to provide transportation solely to their clientele. This precludes funds being spent on providing transportation to any other group. This makes coordination between different agencies and social service groups very difficult to implement.
- **Limited Staff Resources:** In rural communities, transportation staff are often required to assist with many jobs, including grant writing, program administration, and even driving vehicles. Because there are fewer designated staff, projects such as the coordination of services, which requires dedication and development over time, do not occur because of lack of staffing. In Mendocino County, MTA serves as the CTSA. While the CTSA is well positioned to assume a leadership role in overseeing coordination projects and activities, there is currently no dedicated staff member available for this purpose.

DUPLICATION OF SERVICES

There is some overlap in Mendocino County in terms of services provided. For example, there are multiple demand response programs, including MTA's demand response, that service the same area. However, duplication of services in Mendocino is not as prevalent as it is in many other counties in California.

SUCCESSES/PROGRESS IN COORDINATION

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

- **Geography:** Because geography is something that cannot be easily changed, this remains a large barrier to coordination in Mendocino County.
- **Special Client Needs:** Concerted efforts have been made to encourage all passengers on public transportation to exit and enter buses quickly. This is true of special needs clients as well. This effort makes it somewhat easier to integrate special needs passengers with the general traveling public, however, integration is still a major barrier to coordination.
- **Funding Restrictions:** Because funding restrictions are generally set by the organization disseminating the funds (e.g. federal and state governments as well as other such organizations) it is very difficult for MTA, or other agencies that receive funds, to alter what those funds can be used for. Because of this, funding restrictions remain a significant barrier to coordination in Mendocino County.

- **Limited Staff Resources:** Staffing levels are generally dependent on the size of the organization which, in turn, is dependent on the size of the population that organization serves. Therefore, for MTA staffing levels to increase significantly the population that MTA serves would also have to increase significantly. Because of this, limited staff resources remains a significant barrier to coordination.

DUPLICATION OF SERVICES

Some progress has been made towards reducing the duplication of services. MTA no longer provides flex-route service in Willits, leaving the senior center as the sole organization to provide this service. There is also more contracting out of services done by MTA. However, even with this improvement, more coordination can be undertaken.

CONTEMPORARY [2014] COORDINATION ISSUES

All of the barriers to coordination identified in the 2008 Coordinated Plan are still barriers to coordination today and need to be addressed. Through discussions with MTA, stakeholders and the public, three more barriers to coordination were identified. These three are summarized below.

- **Conflicting Priorities:** Coordination is difficult to achieve under the best of circumstances. This becomes even more difficult when the priorities of the two groups trying to coordinate are different. For example, the Redwood Coast Regional Center needs transportation provided for its clients located in the surrounding small towns. This conflicts with MTA's mission which is largely to transport people via longer intercity routes. These conflicting goals make coordination difficult.
- **Timing:** The largest transit system outside of Mendocino County that MTA links with is Golden Gate Transit in Santa Rosa. Conversations with MTA staff revealed that Golden Gate Transit often changes the timing on its routes to better serve its patrons. While this is reasonable for Golden Gate Transit to do, it does make successfully coordinating meeting times its buses without much wait time difficult.
- **Transfers:** Because Mendocino County is so large, the routes are very long and spread out. It also means that each route does not go through many of the cities and towns in the county. For this reason multiple transfers are sometimes necessary to reach a destination. This acts as a barrier to coordination in two ways. First, because routes only run a few times a day, waiting for a transfer might mean not being able to catch the return bus. Second, transfers add complexity to travel plans and can discourage ridership.

5. PROGRESS ON THE 2008 PRIORITY STRATEGIES

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

HIGHEST RANKED STRATEGIES AND FIVE YEAR PROGRESS

SUMMARY OF HIGH PRIORITY STRATEGIES IDENTIFIED IN THE 2008 COORDINATED PLAN

The following five strategies were identified as high priorities in the 2008 Coordinated Plan:²²

- **Establish a Mobility Management Program:** Recognizing the fact that coordinating transportation services, and creating more efficiencies within the transportation system requires a tremendous amount of work, this strategy calls on the formation of a mobility management program. The purpose of this program would be to have dedicated staff whose sole job it would be to promote coordination within the Mendocino County transportation system.
- **Expand Demand Response Services:** Demand response services are more efficient than fixed route services, although they generally come at a higher price. There was a noticeable need from both workshop attendees, and those that filled out surveys, for expanded demand response service. This need is especially acute in the South Mendocino Coast region of the county.
- **Increased Paratransit Services, Including Door-Through-Door Services Throughout the County:** There is a significant need for increased paratransit services for disabled passengers throughout the county. This strategy looks to proliferate paratransit services in Mendocino County.
- **Increase Mileage Reimbursement Rates for Volunteer Drivers and Caregivers:** Because of increased fuel costs in recent years, volunteer driver programs are struggling to find qualified drivers. Increasing fuel reimbursements will assist with attracting new drivers to these programs and save the county a significant amount of money in the long run.
- **Replace Vehicles and Other Capital Equipment in Accordance with the Capital Replacement Program:** All capital has a limited useful life. This strategy involves planning for the replacement of current capital that will eventually wear out. Necessary capital includes facilities, vehicles, personal equipment and more.

PROGRESS IN PRIORITY STRATEGIES

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

- **Establish a Mobility Management Program:** While not implemented specifically to address the above strategy, this has been implemented for some time. MTA coordinates with local senior centers to provide demand response, door-through-door service to seniors and

²² Language for these strategies was paraphrased from the 2008 Mendocino County Coordinated Plan

ADA eligible persons. MTA also partners with the Boys and Girls Club to provide transportation to youth after school and it started the Adalante Program, which transports the children of migrant families to Mendocino College.

- **Expand Demand Response Services:** Some progress has been made on this strategy. However, the progress is limited to the first strategy's coordination with the local senior centers. No increase in demand response for the general population of Mendocino County has occurred.
- **Increased Paratransit Services, Including Door-Through-Door Services Throughout the County:** As with the strategy to expand demand response services, door-through-door services have only been expanded through the contracts between the senior centers and MTA. This is limited to the areas surrounding the individual senior centers. No progress has been made to expand this area.
- **Increase Mileage Reimbursement Rates for Volunteer Drivers and Caregivers:** This was a suggestion in both the 2008 Coordinated Plan, and the 2012 Short Range Transit Development Plan. Currently, volunteers are making an average of approximately \$.12 per mile as of the publication of the Short Range Transit Development Plan. This is unlikely to cover the cost of gas. Most successful programs provide between \$.20, and \$.55 per mile. No progress has been made on this strategy countywide, however, one notable exception is the Willits Senior Center which currently reimburses at \$.50 per mile.
- **Replace Vehicles and Other Capital Equipment in Accordance with the Capital Replacement Program:** The phasing out of vehicles has begun to be scheduled. Over the period 2010 through 2015 the plan is to replace a total of 45 vehicles. This includes:
 - 9 paratransit vehicles at a cost of \$946,000
 - 11 20-passenger vans at a cost of \$1,062,000
 - 4 medium-duty buses at a cost of \$998,000
 - 7 heavy-duty buses at a cost of \$3,946,000
 - 7 vehicles designated for senior centers at a cost of \$474,000
 - 7 staff vehicles at a cost of \$242,000

When feasible, vehicles designated for replacement will be replaced with hybrids, or electric vehicles. Additionally, computers and other personal equipment are scheduled to be replaced at a cost of \$483,000 and a new transit center is being constructed at a cost of \$22 million.

OTHER NOTABLE CHANGES

Since the adoption of the 2008 Coordinated Plan there have been many requests for better connections between Route 1 and the CC Rider. Both Ukiah and Fort Bragg are key destinations in the county and residents of Willits need a way of getting there efficiently. At the time of this Plan update, MTA is working on better connections between these two routes.

6. SERVICE GAPS AND UNMET TRANSPORTATION NEEDS

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

KEY ORIGINS AND DESTINATIONS²³

Ukiah, as the largest community in Mendocino County, is home to the majority of services, including most of the major shopping centers and medical facilities. Ukiah is a key recreational destination in the county and is home to government services, Mendocino College, and Ukiah Valley Medical Center.

The smaller communities of Willits and Fort Bragg also provide access to shopping and basic services and some limited social and medical services. Most of the employment in the county is located in Ukiah, Willits, and Fort Bragg, although there are also agricultural sectors in rural areas that provide lower income jobs.

Table 5 outlines key activity centers in Mendocino County for low-income residents, older adults, and people with disabilities. This list includes medical facilities, retail, social services, large employers with significant low income jobs and senior centers.

²³ The language and information for this section was taken from Mendocino County's 2008 Coordinated public Transit-Human Services Transportation Plan

TABLE 5-KEY ACTIVITY CENTERS IN MENDOCINO COUNTY

<u>Activity Center</u>	<u>Location</u>
Anderson Valley Senior Center	Boonville
City of Ukiah	Ukiah
Mendocino College	Fort Bragg
Fetzer Vineyards	Hopland
Food Help Program	Ukiah
Harwood Products	Branscomb
Hillside Health Center	Ukiah
Hopland Band of Pomo Indians	Hopland
Howard Memorial Hospital	Willits
Little Lake Health Center	Willits
Mendocino Coast District Hospital	Fort Bragg
Mendocino College	Ukiah
Mendocino County Department of Social Services	Willits
Mendocino County Department of Social Services	Ukiah
Raley's	Ukiah
Redwood Coast Senior Center	Fort Bragg
Round Valley Tribal Health	Covelo
Safeway	Fort Bragg
Safeway	Ukiah
Sho Ka Wa Casino	Hopland
South Coast Seniors	Point Arena
Ukiah Senior Center	Ukiah
Ukiah Valley Medical Center	Ukiah
Wal-Mart	Ukiah
Willits Senior Center	Willits
Mendocino Public Library	Ukiah

EVALUATION CRITERIA

According to the Transportation Development Act (TDA), prior to allocating LTF funds to streets and roads, rural counties are required to hold a minimum of one public hearing to receive comments on unmet transit needs that may exist and that might be reasonable to meet. For this purpose, the Mendocino Council of Governments (MCOG) has defined both “Unmet Transit Needs” and “Needs that are Reasonable to Meet”. These definitions are used by the local Social Services Technical Advisory Council (SSTAC) in recommending transportation services to MTA.

- **Unmet Transit Needs:** Whenever a need to transport people is not being satisfied through existing public or private resources.
- **Reasonable to Meet:** It is reasonable to meet a transit need if all of the following condition prevail:

- **A)** Service will be capable of meeting the Transportation Development Act fare revenue/operating cost requirements and established MCOG criteria for new services
- **B)** Transit services designed or intended to address an unmet transit need shall not duplicate transit services currently provided either publicly or privately
- **C)** The claimant this is expected to provide the service shall review, evaluate and indicate that the service is operationally feasible, and vehicles shall be currently available in the market place
- **D)** Funds are available, or there is a reasonable expectation that funds will become available²⁴

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

GAPS, CHALLENGES, AND UNMET TRANSIT NEEDS

From the SSTAC minutes from recent years, 22 unmet needs were identified. And additional 28 unmet needs were discovered during the public outreach and survey processes and were added to this list. These 50 needs were then classified as either constrained or unconstrained with input, and in consultation with Mendocino County staff.

CONSTRAINED

- **Bus Service from Ukiah to the Coast and Back on the Same Day:** Current bus service connecting Ukiah and the Coast begins in Fort Bragg. This route makes one round trip per day from the coast to Santa Rosa via Ukiah and back using the same route. This means that trips originating in Ukiah and ending in Fort Bragg do not return to Ukiah until the next day. A service which originates in Ukiah, travels to the coast and returns on the same day is needed.
- **Additional/Later CC Rider Trips from Santa Rosa:** Route 65 (CC Rider) currently leaves Santa Rosa on its return trip to Fort Bragg at 2:25 pm. However, many appointments in Santa Rosa do not end until after that time. Either leaving Santa Rosa later, or adding a second trip on that route (currently there is only one trip per day on this route) is needed.
- **Saturday Bus Service between Willits and Ukiah:** The Willits/Ukiah route currently only runs Monday through Friday. As two of the most important origins and destinations in

²⁴ Mendocino Council of Governments “Unmet Transit Needs” and “Reasonable to Meet” Process

Mendocino County, service on Saturday would do a lot towards increasing the mobility of the residents in these two cities.

- **Reinstate Saturday Service on Route 60 and Connections to Route 75:** Service on Route 75 continues to run on Saturday; however, Saturday service on Route 60 has stopped. Reinstating Saturday service on Route 60 would allow passengers weekend access to the key destinations in Point Arena and Ukiah.
- **Mobility Management Solution for Covelo and Laytonville:** Covelo and Laytonville are two of the smallest communities in Mendocino County. As such, coordinated transportation service to these areas is very difficult. This unmet need is to better provide for these communities' transportation needs.
- **Brooktrails to Willits/Ukiah Ride Share:** Brooktrails is fairly close to Willits, but is too far removed from Highway 101 to allow easy access to current bus routes. Because of this, getting to the bus stops along Highway 101 can be difficult. A ride share from Brooktrails to both Willits and Ukiah would be very beneficial to the residents of this area.
- **Service to Brookside Elementary School in Willits:** Route 1 currently makes stops that are reasonably close to Willits High School; however, there are no stops close by Brookside Elementary School in Willits which is also the site of the county's Head Start program. A change to Route 1 to include a stop at Brookside Elementary could generate increased ridership.
- **Service to the Redwood Valley Loop:** Redwood Valley Loop is a community that is removed from the routes between Willits and Ukiah. It is also very close to the Coyote Valley Reservation. Adding service to this area would have the added benefit of providing transportation for both the Redwood Valley community and the Native American Reservation.
- **Mental Health Mobile Services Van for Healthcare Workers to Service Outlying Areas:** There is a large need for mental health services to reach out to areas where residents cannot easily make the trip to a mental health facility. A van designated for mental health services would greatly facilitate this outreach.
- **Ukiah Assisted Transportation for Seniors on Wednesdays:** The Ukiah Senior Center only provides transportation Monday, Tuesday, Thursday and Friday through a contract with MTA. Expanding this contract to include Wednesday would greatly increase the mobility of seniors.
- **Ukiah Assisted Transportation for Seniors on Sundays, Specifically to Church:** During the outreach meetings in Fort Bragg and Ukiah there were many requests for Sunday service available for seniors. Specifically these requests were made for seniors needing transportation to church. Service on Sunday would not only benefit those wishing to attend church, but it would also increase the mobility of all seniors wishing to participate in other, recreational activities.

- **Ukiah Assisted Transportation to Willits, Hopland and Potter Valley:** There are locations in each of these three cities that seniors in Ukiah desire to travel to. However, without assisted transportation these trips become significantly more difficult.
- **Shuttle Service between Point Arena, Along the Ridge to Gualala and the Sea Ranch Apartments:** There is currently a bus stop located close to the Sea Ranch Apartments, however, the bus only comes once a day in each direction. A dedicated shuttle that runs between Point Arena and Sea Ranch would facilitate more travel to the Point Arena area from this apartment complex.
- **Additional Service between Fort Bragg and Ukiah:** There are currently only two routes between Ukiah and Fort Bragg, with only one of these being a direct route. These routes also only run once per day. As the largest two cities in Mendocino County, more than one direct route between these cities is important.
- **Bus Service to Potter Valley:** Potter Valley is removed from the routes between Ukiah and Willits. A short route that facilitates connections between Potter Valley, Ukiah and Willits, and Potter Valley, Ukiah and Fort Bragg could increase the ridership among residents of Potter Valley.
- **Bus Service in Ukiah on Sundays:** Similar to the need of assisted transportation for seniors on Sundays, this request is for service on Route 9 (Ukiah Jitney) to expand to Sundays. Although not specifically for church attendance, the implementation of this route would assist people in attending church as well as other weekend activities throughout the Ukiah area.
- **Restore Bus Service between Laytonville and Ukiah:** Laytonville is very far removed from any of the inter-city routes and service is needed to connect Laytonville to the rest of the Mendocino County transportation system.
- **Service between Fort Bragg and Point Arena and Back in One Day:** Currently, the only way to travel from Fort Bragg to Point Arena and back is to transfer at Navarro River Junction. Travel between these two areas would become significantly easier if there was a route connecting the two directly that made at least one round trip per day.
- **Neighborhood Access to Affordable Food/Fresh Produce:** This need involves more access for residents to reach local produce and groceries. This access does not need to come solely from additional bus routes. Improved sidewalks and bicycle lanes/paths could also help facilitate greater access to local grocery outlets.
- **Bicycle Share System Linked to Transit Stops:** A program such as this would make it easier to travel to and from bus stops that are not immediately adjacent to the location passengers are trying to reach, but are still close enough to reach without the need for a motor vehicle.
- **Bike Racks at Bus Stops:** Like the bicycle share system, simply having bicycle racks located at bus stops would make it easier to reach bus stops that are farther away from highly populated areas such as apartment complexes, employment locations and shopping destinations, thereby increasing ridership on public transportation in Mendocino County.

- **Sidewalks and Safer Pedestrian Routes for Child Strollers, South State Street, Ukiah:** Adding sidewalks would make it safer for pedestrians to walk on the side of the road could make it more likely for pedestrians to walk farther to reach a bus stop. This could, in turn, increase ridership for the transit system.
- **Funds for a New Administration Building:** This new administration building is the second part of a major renovation and upgrade to the transportation buildings which began with the construction of the new transit center.
- **Increased Funding for Operations:** Conversations with transportation staff and stakeholders revealed a lack of funding sources designated for operations. Most sources of funding are earmarked for capital purchases. As laid out in the high priority strategy section, it is important for the Mendocino Transit Authority to maintain the current level of service. Therefore identifying sources of operational funding should be a priority.
- **Non-Emergency Medical Transportation:** Non-emergency medical transportation (NEMT) is important because it provides trips to in-county, and out-of-county medical appointments for those that cannot transport themselves. Information on how to become a NEMT provider can be found in the high priority strategy section.
- **Better Timing with Services in Santa Rosa and Golden Gate Transit:** This unmet need is difficult to implement because each time the Mendocino Transit Authority synchs its bus schedules with Golden Gate Transit, Golden Gate Transit changes its schedule to better serve its passengers. This leaves the Mendocino bus having to wait for transfers. Fulfilling this need will require constant updates to the MTA bus schedule that might be confusing to some passengers, but it is important to efficiently meet up with Golden Gate Transit as it is a much larger transit system and affords Mendocino residents many additional destination options not available through Mendocino Transit alone.
- **Expand MTA Demand Response:** There are two types of demand response in Mendocino County. The first is the Senior Center provided demand response, and the second is the MTA provided demand response in Ukiah and Fort Bragg. There is a need for the MTA provided demand response in these two cities to serve a larger area as the cities continue to expand.
- **Trips between Campuses in Willits, Ukiah and Fort Bragg:** Now that College of the Redwoods has entered into an agreement with Mendocino College, there is a need for students to be transported between campuses in Fort Bragg, Willits, Ukiah and Lakeport. This would require a dedicated vehicle and route. MTA is currently working with the college on this issue.

UNCONSTRAINED

- **Van for Veterans to be Transported to Medical Appointments:** There is a need in the Mendocino County Veterans Services Department for an additional van to transport veterans to medical appointments, especially to the VA hospitals in San Francisco, Eureka and Palo Alto. Veterans Services currently operates one van, although it is insufficient for the existing level of demand.

- **Dedicated Service between Fort Bragg and Ukiah with the Schedule Allowing for a Full Work Day:** This need is very similar to the constrained need above to expand bus service between Fort Bragg and Ukiah. However, because this need involves having the schedule allow for a full work day in each city, which would be more difficult to implement, this is a separate need in the unconstrained section.
- **Regular Bus Service from Little River to the Redwood Coast Senior Center:** This need can be met in two ways. First, if funds can be found for the Redwood Coast Senior Center to purchase another bus, or if MTA can give the Redwood Coast a bus, they can provide the transportation themselves. The second way involves MTA providing a bus route from Little River to the Redwood Coast Senior Center.
- **Van to Transport Seniors to Services:** This need was brought up by a representative of the Redwood Coast Senior Center specifically with regards to the Senior Center Without Walls program. Senior Center Without Walls is a program for homebound seniors. It provides a sense of community for those who are unable to leave home on their own. The purpose of the van would be to transport seniors to activities and services they learn about using Senior Center Without Walls.
- **Service to Albion:** Albion is currently served twice per day by Route 60, however, additional service is needed.
- **Dedicated Service between Fort Bragg and the Town of Mendocino:** The Town of Mendocino is currently served by Route 60. However, as a bedroom community for Fort Bragg with a population of nearly 900 people, there is a need for a dedicated route between the Town of Mendocino and Fort Bragg to facilitate residents of Mendocino reaching employment and shopping opportunities in Fort Bragg.
- **Bus Trip from Ukiah to Redwood Valley Leaving between 1:30 and 3:30pm:** This would fulfil a need for people who work the early and late shifts to travel between Ukiah and Redwood Valley.
- **Local Bus Service between Point Arena and Gualala:** Point Arena and Gualala are currently served by routes 75 and 95. However, because of the length of these routes trips are made only once per day. There is a need for dedicated bus service between the cities of Point Arena and Gualala with multiple trips running reach day. This could increase the number of people able to reach the lighthouse in Point Arena, which is a major landmark.
- **Transportation for Homeless Persons to/from the Buddy Eller Center:** The Buddy Eller Center is the homeless shelter located in Ukiah. Because of the expansive, rural nature of the county, it can be difficult for homeless persons to reach services offered by the Center if they are not located in the immediate vicinity of Ukiah. Providing limited transportation to the homeless population would meet a large unmet need.
- **Wheelchair Door-Through-Door Service on Wednesdays:** This is a need that is specific to Ukiah. Wednesday is the day of the week when the Ukiah Senior Center demand response service does not run. Expanding this service to include Wednesdays would increase the ability of seniors to schedule medical and other appointments, among other benefits.

- **More Frequent Coaster Service:** This was a need brought up multiple times by those interviewed in Fort Bragg. Increasing the frequency of Coaster service would help meet the needs of increased service to Albion, the Town of Mendocino and Caspar while allowing passengers more access to services available in Fort Bragg.
- **Additional Senior Center Provided Transportation in Very Remote Areas Both Within and Outside of Current Service Areas:** There are currently locations that fall within the service area of senior center demand response services that cannot be reached because of the remote nature of the areas. An example would be homes located down unpaved roads. This need involves increased transportation services to those underserved areas within senior center demand response boundaries, as well as extending those boundaries to provide service to a greater area.
- **Expand Demand Response Hours for the Senior Centers:** Most senior centers stop their demand response service before 4:30 pm. This is too early for seniors that have late appointments, want to go out for the evening, or want to visit family that work during the day. Increasing these hours will increase access for seniors.
- **Expanded Meals on Wheels Program:** Meals on Wheels is a program offered by the Redwood Coast Senior Center five days a week. However, the area this program is able to cover is limited. There is a need for additional funding so this program can increase its service area.
- **Bragg About Service Every Half Hour Instead of Every Hour:** Current riders on BraggAbout love the service, but believe that many people do not ride it because it runs so infrequently. Increasing the frequency of service could increase ridership on this route. The suggestion was to increase the frequency from every half hour to every hour.
- **More Frequent Service to the Coast from Inland:** This is a similar need to that of service from Ukiah to the coast and back in one day, however, this need is referring to inland in general instead of specifically Ukiah. As such, the need will be more difficult to meet.
- **ADA Compliant Sidewalks Within 1/3 Mile of Fixed Route Bus Stops:** Having ADA compliant sidewalks would make it easier for disabled residents to reach bus stops and board the buses. This could increase ridership as more disabled persons who do not currently ride public transit would be able to do so.
- **More Frequent Service Across All Services:** This was a need brought up multiple times on the online survey. Most people who ride transit in Mendocino County really like the service, but wish there was more of it to all destinations.
- **Weekend Coaster Service:** Weekend Coaster service would allow residents of the Town of Mendocino, Caspar and Albion to reach Fort Bragg on the weekends. This would allow for weekend shopping, recreation and appointments in Fort Bragg which is one of the population centers in Mendocino County.
- **Service Out of the County, North to Humboldt:** There is currently no service out of the county north to Humboldt. Eureka is a large city of over 27,000 people and is served by St.

Joseph's medical facility which is the largest on the California coast north of San Francisco. There are also other amenities located in Eureka that are not found in Mendocino County.

- **Subsidize a Zip Car System:** One of the reasons why people do not like using public transit is that it operates on a fixed schedule that does not necessarily coincide with the passenger's needs. Subsidizing a Zip Car type service would allow people to pay bus level fares, but have the freedom to choose their own schedules.
- **Later Service to Santa Rosa:** The last flight departs Santa Rosa at 6:30 pm. However, the CC Rider arrives at 10:45 am and Route 95 arrives in Santa Rosa at 1:00 pm. This is a very long wait for a flight. An additional bus running these routes could have a later arrival time and would also provide later return service from Santa Rosa.

7. IDENTIFICATION OF STRATEGIES AND EVALUATION

EVALUATION CRITERIA

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

Does the strategy:

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

- 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?

- 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?

- 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 constrained unmet needs were organized into three broad categories:

- Expanded Service
- Alternative Transportation
- Increased Funding

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

TABLE 6-CONSTRAINED UNMET NEEDS

Transit Need	Area	Notes
Bus Service from Ukiah to the Coast and Back on the Same Day	Expanded Service	Service currently only leaves the coast to Ukiah and returns
Additional/Later CC Rider Trips from Santa Rosa	Expanded Service	To facilitate increased transit options to the greater Bay Area
Saturday Bus Service Between Willits and Ukiah	Expanded Service	Willits and Ukiah are two of the most important destinations in the County
Reinstate Saturday Service on Route 60 with Connections to Route 75	Expanded Service	This is a service that used to exist, but was discontinued
Mobility Management Solution for Covelo and Laytonville	Alternative Transportation	Includes the possibility of a volunteer driver program
Brooktrails to Willits/Ukiah Ride Share	Alternative Transportation	Ride share programs can supplement MTA intercity services
Service to Brookside Elementary School in Willits	Expanded Service	Service is important for getting children to school
Service to the Redwood Valley Loop	Expanded Service	Service is needed to Willits and Ukiah
Mental Health Mobile Services Van for Healthcare Workers to Service Outlying Areas	Alternative Transportation	The drivers are currently available, but there is a need for capital for them to use
Ukiah Assisted Transportation for Seniors on Wednesdays	Expanded Service	This is the day the senior center demand response does not run
Ukiah Assisted Transportation for Seniors on Sundays, Specifically to Church	Expanded Service	Weekend service can get people to church, stores and other appointments
Ukiah Assisted Transportation to Willits, Hopland and Potter Valley	Expanded Service	These are areas with high populations of seniors
Shuttle Service Between Point Arena, Along the Ridge to Gualala and Sea Ranch Apartments	Expanded Service	Sea Ranch Apartments also has a large population of seniors

Transit Need	Area	Notes
Additional Service Between Fort Bragg and Ukiah	Expanded Service	Fort Bragg and Ukiah are the County's two largest cities and need additional transportation
Bus Service to Potter Valley	Expanded Service	Potter Valley is very isolated and needs transportation
Bus Service in Ukiah on Sundays	Expanded Service	Local circulator service will increase the mobility of residents on Sundays
Restore Bus Service Between Laytonville and Ukiah	Expanded Service	This is a service that used to exist, but was discontinued
Service Between Fort Bragg and Point Arena and Back in One Day	Expanded Service	The only way to reach Point Arena is to transfer, a direct route will facilitate travel to these cities
Neighborhood Access to Affordable Food/Fresh Produce	Expanded Service	This is especially needed in lower income areas
Bicycle Share System Linked to Transit Stops	Alternative Transportation	This will help potential passengers reach bus stops
Bike Racks at Bus Stops	Alternative Transportation	This will help potential passengers reach bus stops
Sidewalks and Safer Pedestrian Routes for Child Strollers, South State Street, Ukiah	Alternative Transportation	This will help potential passengers reach bus stops
Funds for a New Administration Building	Increased Funding	This new administration building will complement the recently completed transit center
Increased Funding for Operations	Increased Funding	Increased funding leads to increased services
Non-Emergency Medical Transportation	Expanded Service	This is needed for transportation to medical services outside of the County
Better Timing with Services in Santa Rosa and Golden Gate Transit	Expanded Service	This will facilitate transfers to Golden Gate Transit
Expand MTA Demand Response	Expanded Service	Demand response is more convenient and should be expanded
Trips Between Campuses in Willits, Ukiah and Fort Bragg	Expanded Service	MTA is currently working on this issue

HIGH PRIORITY STRATEGIES AND PROJECTS

Wherever possible, and in consultation with MTA, MCOG and stakeholders, the priority strategies identified in the 2008 Plan were retained and included in this Coordinated Plan update. One previous high priority strategy was retained in this manner. To that strategy five more were identified for a total of six high priority strategies moving forward. These strategies are listed below in Table 7:

TABLE 7-2014 HIGH PRIORITY STRATEGIES

Strategy 1	Maintain the Current Level of Transportation Services
Strategy 2	Expand Demand Response (Retained from the 2008 Coordinated Plan)
Strategy 3	Establish a Non-Emergency Medical Transportation Service
Strategy 4	Expansion of Intercity Services, Especially Between Fort Bragg and Ukiah
Strategy 5	Expand Weekend Service
Strategy 6	Multi-Organizational Approach to Solutions

8. IMPLEMENTATION PLAN FOR HIGH PRIORITY STRATEGIES

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

Strategy 1 – Maintain the Current Level of Transportation Services

While the residents of Mendocino County certainly have unmet transportation needs that are currently not being met, there was a level of satisfaction with the service that is currently being provided. Over 20% of survey respondents had no improvement suggestions and many expressed happiness with the current services provided by MTA, the senior centers and other similar agencies.

In this time of decreasing budgets and increasing competition for federal and local grant funding, it is important to first and foremost protect the current level of service from decreased funding. Conversations with Mendocino County staff have shown transportation funding is very volatile with a decreasing trend. While these budget issues are not currently affecting operations, it would not be difficult for operational funds to also be put in danger. Before attempting to increase or expand service to other areas, MTA should be sure that funding exists, for the forecasted future, to maintain the current level of services provided.

Additionally, efforts should be made to increase ridership given current services and routes provided. Increasing ridership while maintaining the current level of service will increase the farebox recovery rate. Increasing this rate will add an extra layer of security to operational funds as less of the money will have to come from grant funding. Future grants obtained for feasibility studies should include an assessment of the existing services and be used to guide future system improvements.

Maintaining the current level of services also includes vehicle replacement. Buses, vans and other capital equipment have finite useful lives and must be replaced when that useful life is over. It is important to seek funding to replace capital equipment.

Strategy 2 – Expand Demand Response

This is the strategy that was retained from the 2008 Coordinated Plan. There are seven demand response services in Mendocino County. Five are operated by senior centers and are slated solely for the use of senior citizens and the disabled. The other two demand response services are run by MTA and are available in Fort Bragg and Ukiah. Only 23% of survey respondents stated they used demand response services. This is unsurprising as the service is only available in limited areas.

However, those interviewed who have used demand response stated they were pleased with the service and would like to see it expanded.

There are multiple benefits to adding additional demand response service. The first is that it would complement the existing services supplied by the senior centers. Currently the senior centers only operate Mondays, Tuesdays, Thursdays and Fridays. Adding additional MTA demand response could fill the hole left by the senior centers on Wednesdays. In addition to supplementing the senior center demand response, adding additional demand response service could increase the mobility of all residents of Mendocino County. If funding can be obtained, the service should be expanded in two ways. First, demand response should be added to Willits. Willits is the third largest city in Mendocino County and has a population of 4,828 as of the 2013 American Community Survey. Second, demand response in Fort Bragg and Ukiah should be extended to encompass larger areas. This will have the added benefit of covering areas that have requested fixed route service.

While a large part of this strategy is to expand MTA provided demand response for the general public, expanding the senior center provided demand response is also important. Whenever possible funds should be identified and pursued to obtain additional funding for these demand response services as well.

Strategy 3 – Establish a Non-Emergency Medical Transportation Service

It is possible for local providers (including public agencies and non-profit organizations) to become providers of non-emergency medical transportation (NEMT) under existing Medi-Cal guidelines. Medi-Cal is California's Medicaid health insurance program. It pays for a variety of medical services for children and adults with limited income and resources. People receiving Medi-Cal covered services may be provided NEMT at Medi-Cal's expense under certain very limited circumstances. Medi-Cal will pay for NEMT only when it is provided by a carrier licensed by Medi-Cal, and only when the individual's medical condition requires transport by a wheelchair van, litter van, or ambulance. Although the rules limit NEMT to people who need a wheelchair van, litter van or ambulance. This can include people who simply need a high level of care, for example very frail dialysis patients, even though they do not need to use a lift or ramp.

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

In Mendocino County the number of organizations that could qualify to become a Medi-Cal NEMT provider is limited, although there are some that could qualify and the number increases if you include surrounding counties. Some notable organizations that might qualify are: Mendocino Community Health Clinics, Mendocino Coast Clinics, the Mendocino Coast District Hospital and Hospice of Ukiah. There is also the possibility that additional qualifying entities will move to Mendocino County in the future.

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

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

Strategy 4 – Expansion of Intercity Service, Especially Between Ukiah and Fort Bragg

Expansion of the fixed route, intercity service is important for Mendocino County. The size of the county and the distance between communities makes this even more important. Of those that indicated on the online survey that they do not take public transit, 33% listed lack of transportation in their area as the reason why and 51% said they would start using public transit if routes were expanded. In an open ended question 28% of people listed no service to their area as a gap in service, while 44% listed infrequent service as a gap in service. Expanded service area was seen as important by 87% of those surveyed and 78% listed more frequent service as important.

Currently, the only public transportation between Ukiah and Fort Bragg is the CC Rider. This route runs only once a day beginning in Fort Bragg and passing through Ukiah on its way to Santa Rosa before returning on the same path. This route also passes through Willits. As the three largest cities in the County, Fort Bragg, Willits and Ukiah need to be connected by more than just one route per day. There should be a dedicated route that travels between Fort Bragg and Ukiah, passing through Willits multiple times each day.

There are, of course, other areas that need intercity service as well. Besides Fort Bragg, Willits and Ukiah, the three areas with the most requested service are: Covelo, the Town of Mendocino and Laytonville.

Strategy 5 – Expand Weekend Services

Currently the only routes that operate seven days a week are the CC Rider and Route 95 on the coast. The Ukiah Local route, and Route 75 operate Monday through Saturday. The Ukiah Jitney, Willits Local, Willits/Ukiah, BraggAbout and the Coaster run Monday through Friday. This severely limits the opportunities of residents on the weekends to visit with family, shop, work and reach other destinations.

Weekend service was listed as important by 73% of survey respondents. This sentiment was also shared by those who attended the public meetings.

Weekend service should not just apply to routes that are currently being operated. If new routes are initiated, either because new funding sources have been identified or because existing routes have been changed, these new routes should also have weekend service. Adding weekend service will drastically increase the mobility of Mendocino County residents.

Strategy 6: Multi-organizational approach to solutions

This strategy calls for establishing more communication/connections between various stakeholders (community development, health and human services, other government agencies, the various Native American tribes, non-profits, TANF, private businesses, and other groups) to come up with solutions to transportation and other related issues, share information and resources, apply for funding, deal with coordination issues, and other related activities. This can be done by the creation of an email listserv, holding a meeting once or twice a year, or inviting each other to existing meetings to help others stay in the loop and establish coordination opportunities. Members of the public and various stakeholders may not be able to commit to joining a committee such as SSTAC but participation in an occasional meeting would be more realistic.

This strategy requires a leader to coordinate meetings, manage contact lists, and communicate with various stakeholders. The individual or agency in charge of this endeavor will have to actively engage in outreach to make the initiative meaningful.

SUMMARY AND NEXT STEPS

The final Coordinated Public Transit-Human Services Transportation Plan will be submitted to Caltrans. This draft is available for adoption by the Mendocino Council of Governments at its discretion.

Grant applications for FTA Section 5310 funds are offered yearly. Caltrans must certify that projects funded through the 5310 program are included in the Coordinated Plan.

Updates to the Coordinated Plans are required every four or five years, (four years in air quality nonattainment and maintenance areas and five years in air quality attainment areas).

APPENDIX A: PUBLIC OUTREACH MATERIAL
FIGURE 4-PUBLIC OUTREACH FLYER

Do you have unmet Transit Needs?

Voice your opinion!

*Come provide your input on plans being developed to **document unmet transit needs** for Mendocino County residents*

Where **Wednesday, October 22nd**
3:00 PM—4:30 PM

C.V. Starr Center
300 S. Lincoln Street, Fort Bragg, CA
95437

Thursday, October 23rd

3:00 PM (After the MTA Meeting)

Ukiah Conference Center: 200 S.
School Street, Ukiah, CA 95482

What

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

Please contact Nephele Barrett at 707-463-1806 or nbarrett@dbcteam.net a few days in advance if you need assistance getting to the workshop, will need language interpretation, and/or other assistance during the meeting

Can't Make It?



Email Comments
coordplan14@pacific.edu

Online Survey
Give input online through our survey:
www.surveymonkey.com/s/mendocinocpl4



Over the Phone
Call us to schedule a phone survey or request a paper survey

TOLL FREE NUMBER
844-462-9040

All Comments due:
11/7/2014

Coordinated Public Transit-Human Services Transportation Plan
Public Survey: Mendocino County
56 Respondents

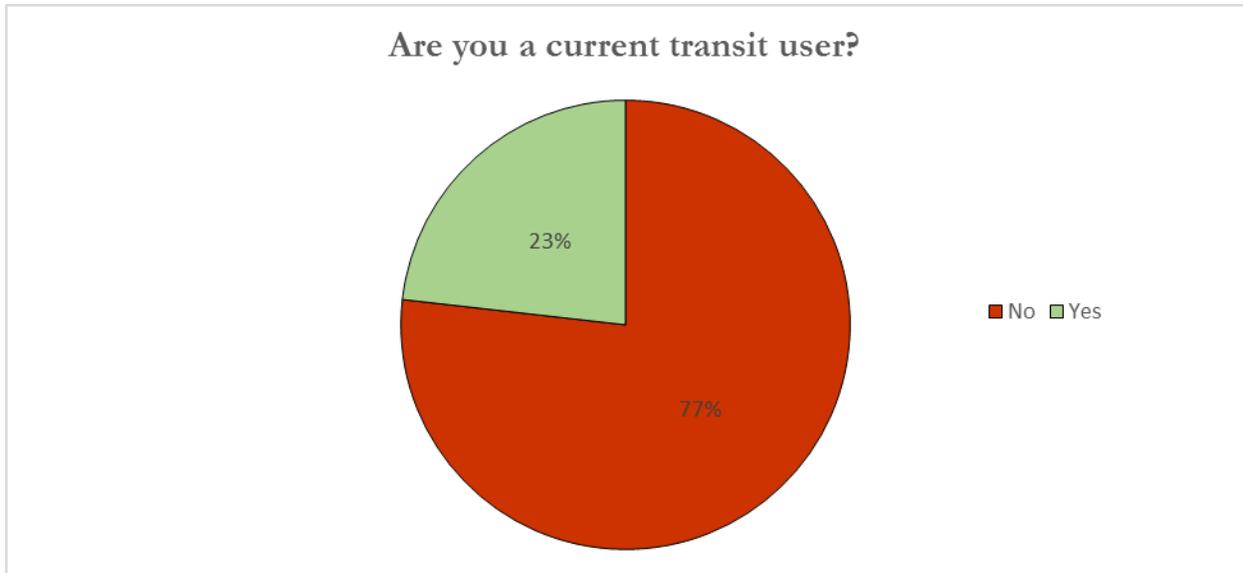
Location and Transit Use

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

Zip Code	Location	Count	%
95420	Casper	1	1.8%
95449	Hopland	1	1.8%
95454	Laytonville	1	1.8%
95460	Mendocino	1	1.8%
95481	Talmage	1	1.8%
95490	Willits	1	1.8%
95415	Boonville	2	3.6%
95456	Little River	2	3.6%
95470	Redwood Valley	4	7.1%
95428	Covelo	5	8.9%
95437	Fort Bragg	9	16.1%
95482	Ukiah	28	50.0%

56 Responses

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



56 Responses (13 yes, 43 no)

Reasons for Not Using Transit

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

Answer Options	Count	%
Own my own car	38	90.5%
I don't feel safe	2	1.0%
Don't know the routes/where it goes	14	6.0%
Too expensive	0	0.0%
Unreliable service(s)	0	0.0%
No transportation service where I live	33	14.0%
Doesn't go where I need to go	5	11.9%
Physical disabilities/mobility issues make it hard	0	0.0%
Doesn't run often enough	9	21.4%
Takes too long	14	6.0%
Other (please specify)	4	9.52%

Comments from Other:

- Think of public transit as solely for low income residents
- I transport my children and need to make many trips a day
- Ride a bike
- Walk if it's close

42 Responses

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

Summarized qualitative answers into themes/categories:

- **No vehicle access:** They would take transit if their vehicle broke down or no longer had access to their vehicle
- **Expand fixed route:** They would take transit if there are available routes in different areas and longer distance routes
- **More frequent service:** They would take transit if there were more frequent services
- **Culture change:** People would take transit if it is viewed as an environmentally sound alternative
- **Uncategorized:** One person said if they moved to a metro area they would likely use transit

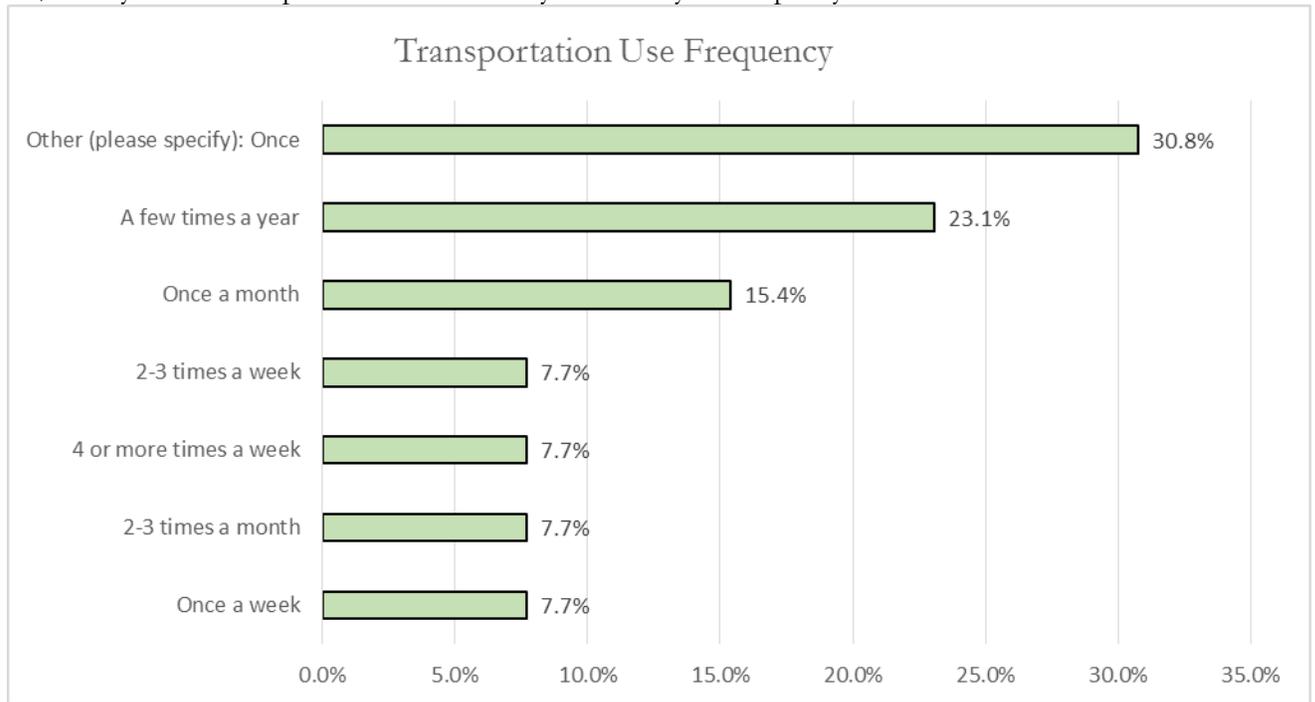
31 Responses

Transit Use Patterns

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

		Answer Options	Percent	Count
13 Responses	6. How often do you use transportation services in your county in the past year?	Non-profit (i.e. health clinic, church, senior center van/bus)	0.0%	0
		Other (please specify)	0.0%	0
		Private (i.e. taxi)	15.4%	2
		Dial-a-Ride (DAR)	23.1%	3
		I don't use transit services in my county but use them elsewhere	30.8%	4
		Public bus/van service (flex/fixed route)	69.2%	9

How often do you use transportation services in your county in the past year?



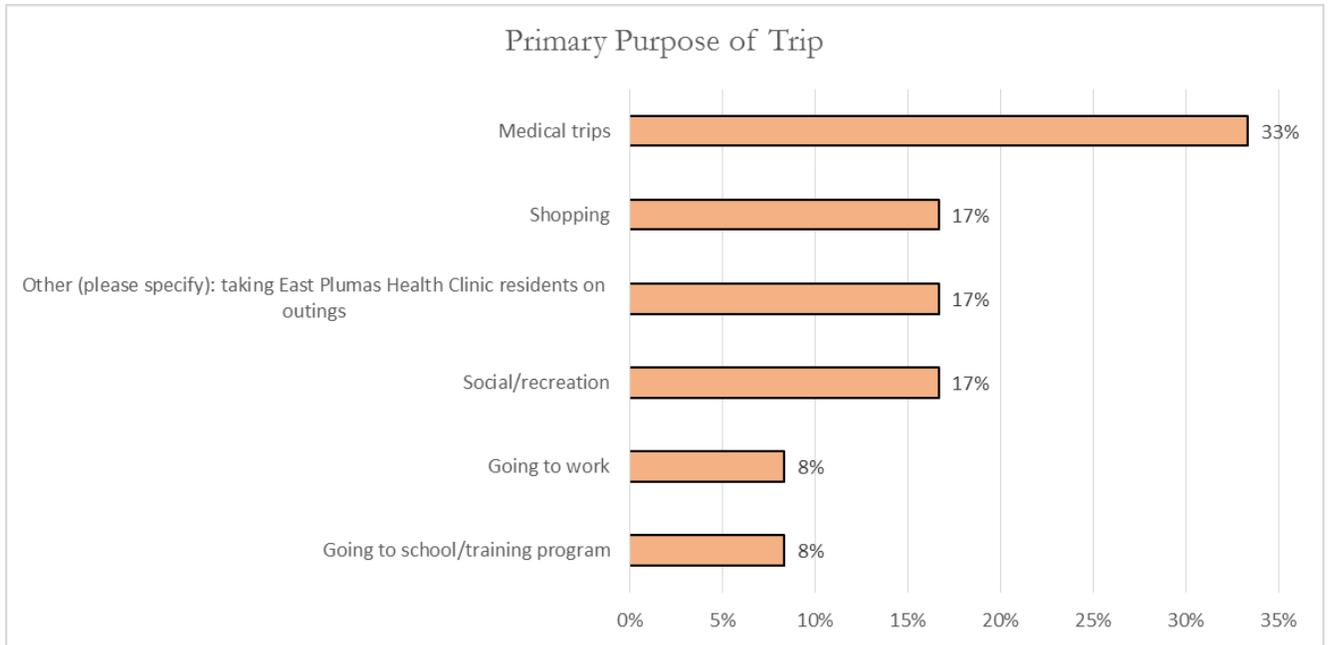
Other Responses:

- I have not used them in the past year
- None
- Services are no longer provided in my area
- Na

13 Responses

Trip Purpose

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

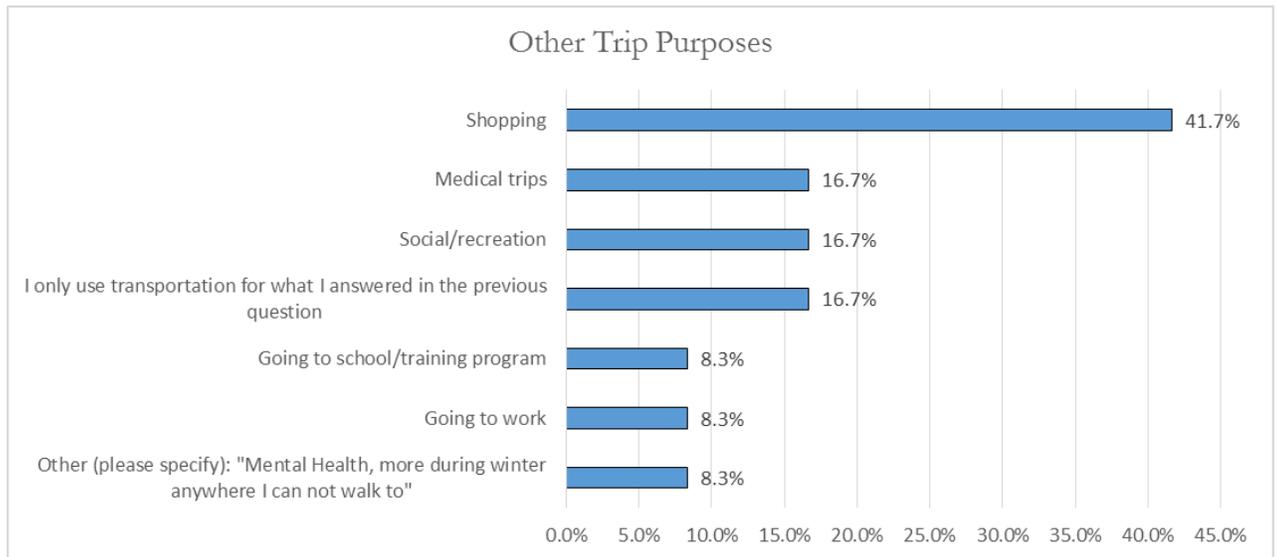


Other Responses:

- I don't
- I just use it when it is available for any appointments I might have

12 Responses

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



Other Responses:

- I don't

12 Responses

Transit Improvement

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

Answer Options	Not Important	Somewhat Unimportant	Neither important or unimportant	Somewhat Important	Very Important	Rating Average	Response Count
<i>Service area within my county</i>	2	1	3	15	26	4.32	47
<i>Service between different counties</i>	2	2	4	22	17	4.06	47
<i>Service to major cities</i>	1	1	4	12	28	4.41	46
<i>Weekend service</i>	1	1	8	11	25	4.26	46
<i>On-time performance</i>	1	2	9	17	16	4.00	45
<i>Later evening service</i>	1	4	8	20	12	3.84	45
<i>More frequent service</i>	1	2	9	18	14	3.95	44
<i>Access to transit information</i>	2	3	6	8	25	4.16	44
<i>Faster Service to my destination</i>	4	0	10	8	22	4.00	44
<i>Earlier trips in the morning</i>	2	2	13	11	13	3.76	41

Other improvements mentioned by respondents:

Service to major transportation hubs (airports, train stations...)

Bike Share infrastructure

Express Routes

Rail freight service

47 Responses

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

Summarized qualitative answers into themes/categories:

No Service: Many respondents brought up the fact that transit does not run in many of the more rural areas of the County.

Service frequency: Request for convenient out of town service, local routes are infrequent

Weekend Service: Some routes do run on the weekends, but many do not. This is an inconvenience for those who need to travel on the weekends.

Other: This category includes increased social services transportation and increased demand response services.

25 Responses

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

Summarized qualitative answers into themes/categories:

Service expansion: Service expansion was a popular solution as many of the unmet needs in the county stem from a lack of service to many areas.

Service frequency: Because of the size of the county it is hard to provide frequent service to all areas.

Service modifications: It was suggested that the modification of existing services could help to improve the transit system.

Weekend service: Adding weekend service would allow residents of the county (at least in the larger cities) to reach more destinations on the weekends.

19 Responses

Background Information

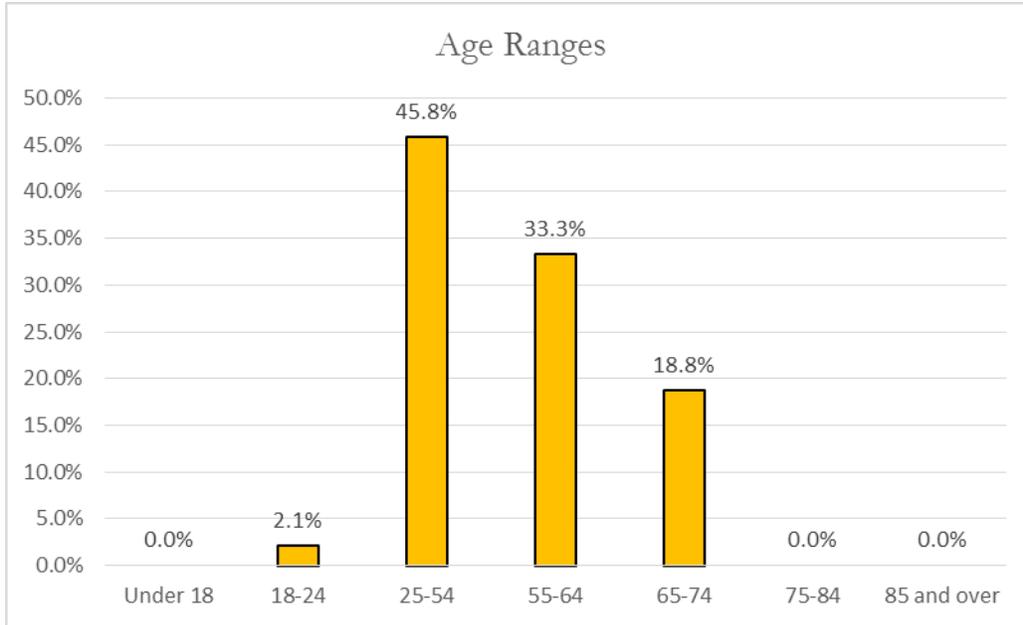
12. Which of the following best describes your current employment status (check all that apply)?

Status	%	Count
Employed	77.1%	37
Disabled	2.1%	1
Unemployed	6.3%	3
Retired	20.8%	10
Homemaker	0.0%	0
Student	4.2%	2

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

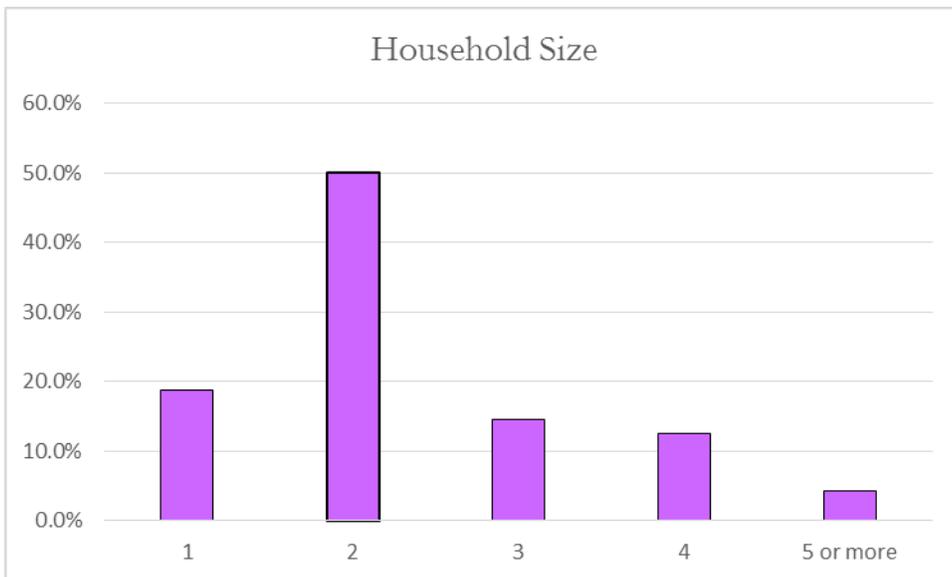
48 Responses

13. What is your age range?



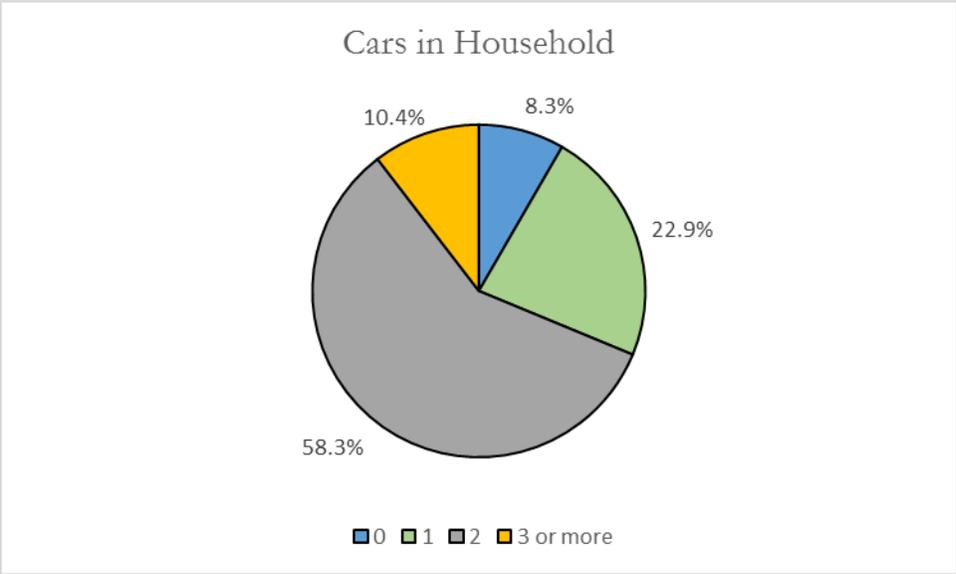
48 Responses

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



48 Responses

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



33 Responses

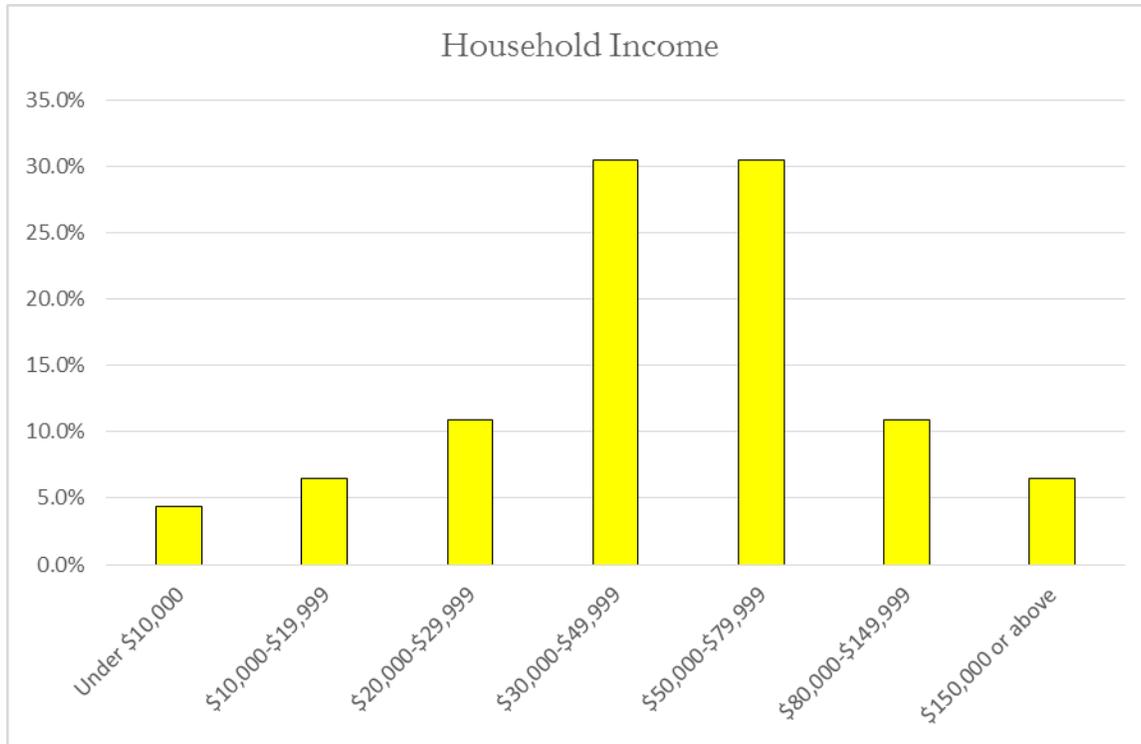
Measuring disability: Do you have any conditions or limitations that affect your performance or quality of life? (Check all that apply)

Answer Options	%	Count
<i>I do not have a disability</i>	85.1%	40
<i>Hearing difficulty: deaf or have serious difficulty hearing</i>	2.1%	1
<i>Vision difficulty: blind or have serious difficulty seeing, even when wearing glasses</i>	2.1%	1
<i>Cognitive difficulty: because of a physical, mental, or emotional problem, have difficulty remembering, concentrating, or making decisions</i>	4.3%	2
<i>Ambulatory difficulty: have serious difficulty walking or climbing stairs</i>	6.4%	3
<i>Self-care difficulty: have difficulty bathing or dressing</i>	0.0%	0
<i>Independent living difficulty: because of a physical, mental, or emotional problem, having difficulty doing errands alone such as visiting a doctor's office or shopping</i>	4.3%	2
<i>Other disability (please specify)</i>	0.0%	0

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

47 Responses

16. What is your annual household income range?



30 Responses

Conclusion

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

One response: We would like to be able to take residents on an outing each month. The cost of \$35.00 an hour is a very high expense to be gone for several hours to go to Reno for a Movie, Museum, Gambling and so forth.

Summarized qualitative answers into themes/categories:

Expanded Service: This expanded service was discussed to the more rural outlying areas, the new college campuses and expanded demand response within Ukiah and Fort Bragg.

More Frequent Service: It was mentioned that there is a need for more frequent service, especially between Ukiah and Fort Bragg with a stop in Willits

Other: This category includes the need for additional outreach/education, consistent timing and additional small vehicles.

11 Responses

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

4 responses

Contact Information

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

#	Organization Name	Address	City/Town
1	Mendocino County Behavioral Health	1120 S. Dora St.	Ukiah
2	Manzanita Services, Inc.	270 N. Pine St.	Ukiah
3	VA Outpatient Clinic	630 Kings Crt	Ukiah
4	Fort Bragg Food Bank	910 N Franklin St	Fort Bragg
5	Ford Street Project	139 Ford St	Ukiah
6	Community Resources Connection	Po. Box 336	Gualala
7	Mendocino Community Health Clinic	333 Laws Avenue	Ukiah
8	Ukiah Valley Medical Center	275 Hospital Drive	Ukiah
9	Mendocino County AIDS/Viral Hepatitis Network	148 Clara Ave.	Ukiah
10	MCOE Child Care Lab	1000 Low Gap Road	Ukiah
11	MCOE YPP	1000 Low Gap Rd	Ukiah
12	nurstra alianza	291 school st, ste 1	Willits
13	Transition Partnership Program/MCOE/SELPA	2240 Old River Rd.	Ukiah
14	Long Valley Health Center	50 Branscomb Rd (POB 870)	Laytonville
15	Anderson Valley Unified School District	PO Box 830	Boonville
16	Long Valley Health Center	PO Box 870	Laytonville
17	Mendocino Cnty. Behavioral Health and Recovery Services	1120 S. Bush St.	Ukiah
18	Ukiah Senior Center	499 Leslie Street	Ukiah
19	Long Valley Health Center	Branscomb Road	Laytonville
20	Community Resources Connection	Po box 336	Gualala
21	Coastal Seniors (AKA South Coast Seniors, Inc.)	2400 S. Hwy. 1	Point Arena

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
Healthcare/health services provider	33.3%	7
Other (please specify)	28.6%	6
Not-for-profit	23.8%	5
Private Transit Provider	9.5%	2
Vocational/Employment agency/center	4.8%	1

Comments from Other:

- Case Management, prevention non-profit
- Child care for pregnant and parenting teens
- Teen Parent infant Care Lab
- Unified School District
- Behavioral Health and Recovery Services
- Non-profit Senior Center, providing transportation for seniors 60+

21 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 low incomes	81.0%	17
General public	66.7%	14
Persons with disabilities	66.7%	14
Seniors/Elderly	66.7%	14
Students	61.9%	13
Pursuing counseling/substance abuse	61.9%	13
Children/Youth	52.4%	11
Veterans	47.6%	10
Seeking employment/education	42.9%	9
Other (please specify)	19%	4

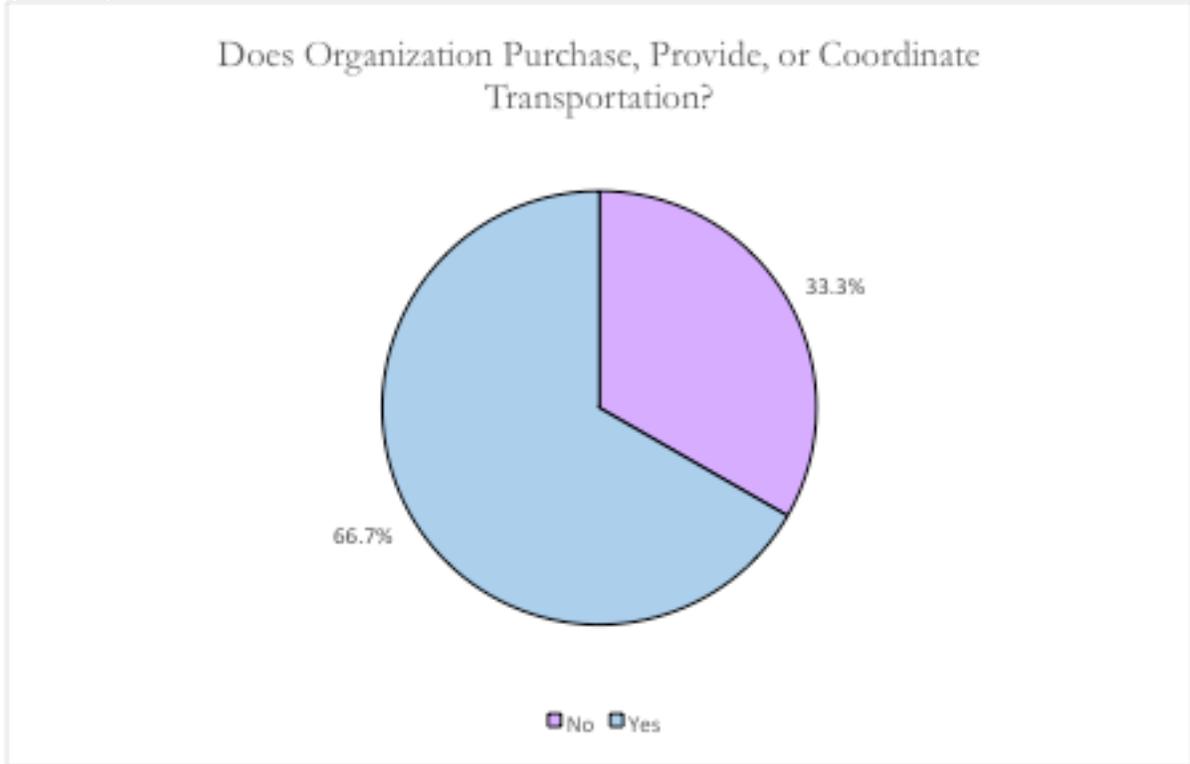
Comments for Other:

- Homeless
- Infectious Diseases
- Latinos
- Medical and Behavioral Sciences

21 Responses

Organization Type

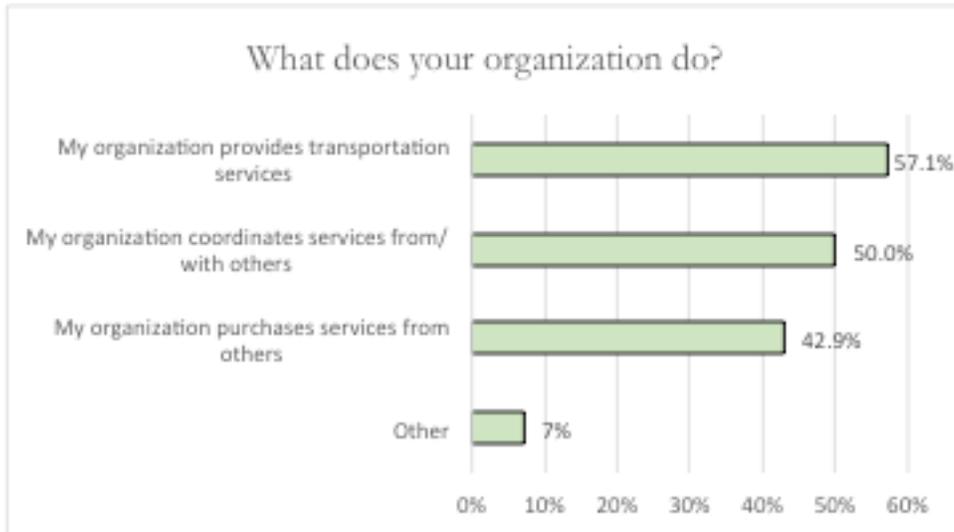
5. Does your organization provide, purchase, or coordinate any transportation services? (Skip logic question)



21 Responses

Organization Background and Transportation Services

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

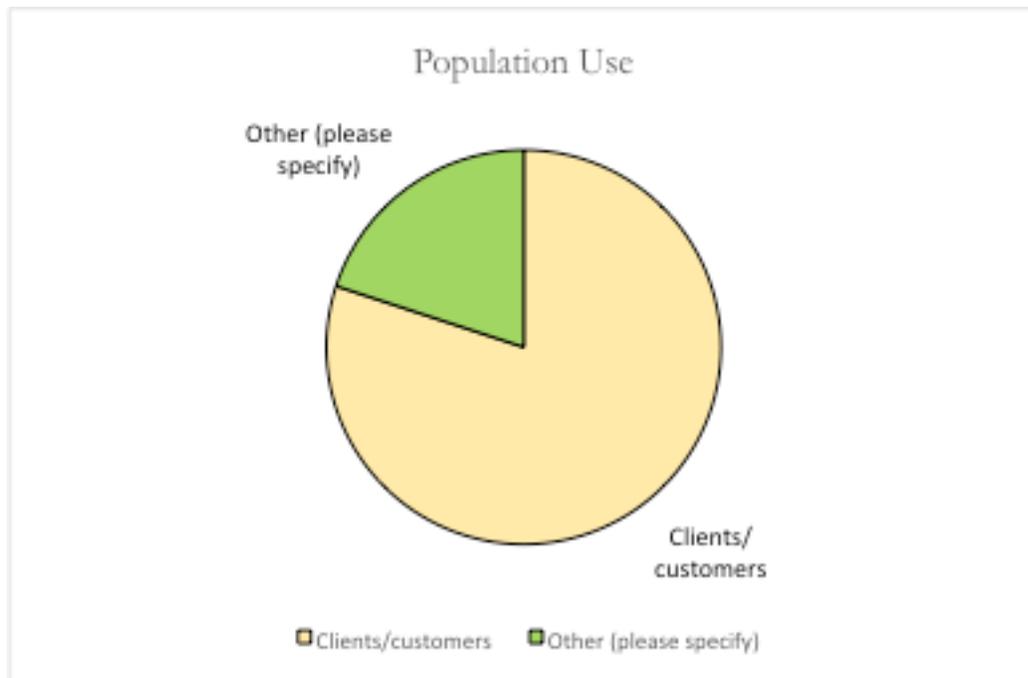


Comments from Other:

- provides bus passes and occasionally drive veterans around.

14 Responses

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

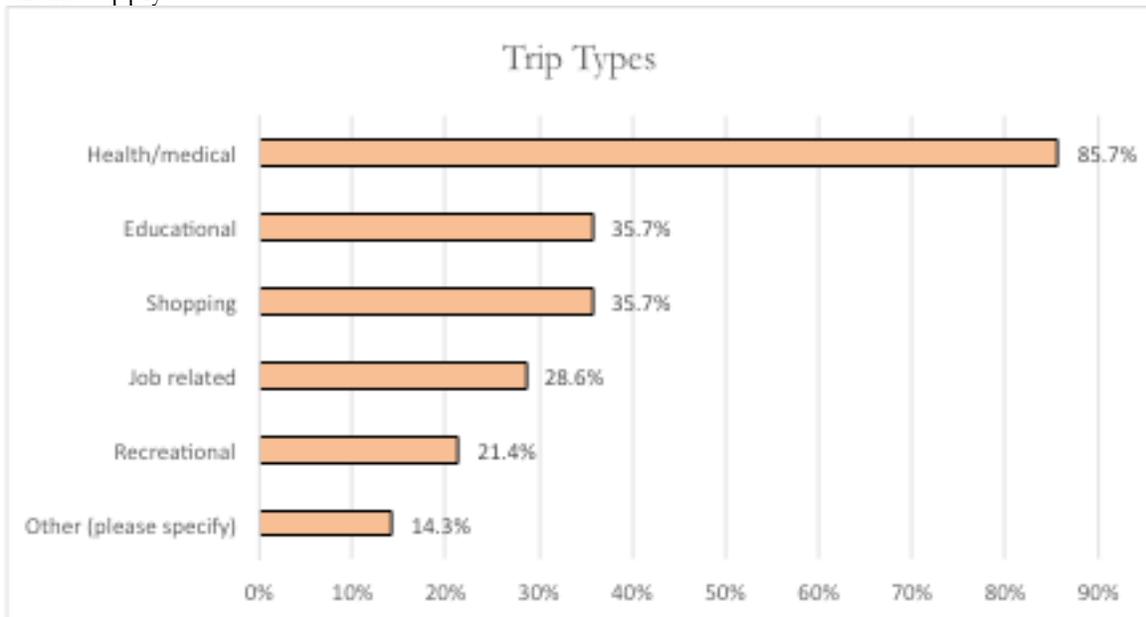


Comments from Other:

- Children
- Senior and Disabled, Skilled nursing homes, Assisted Living Residents
- Clients Only

14 Responses

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

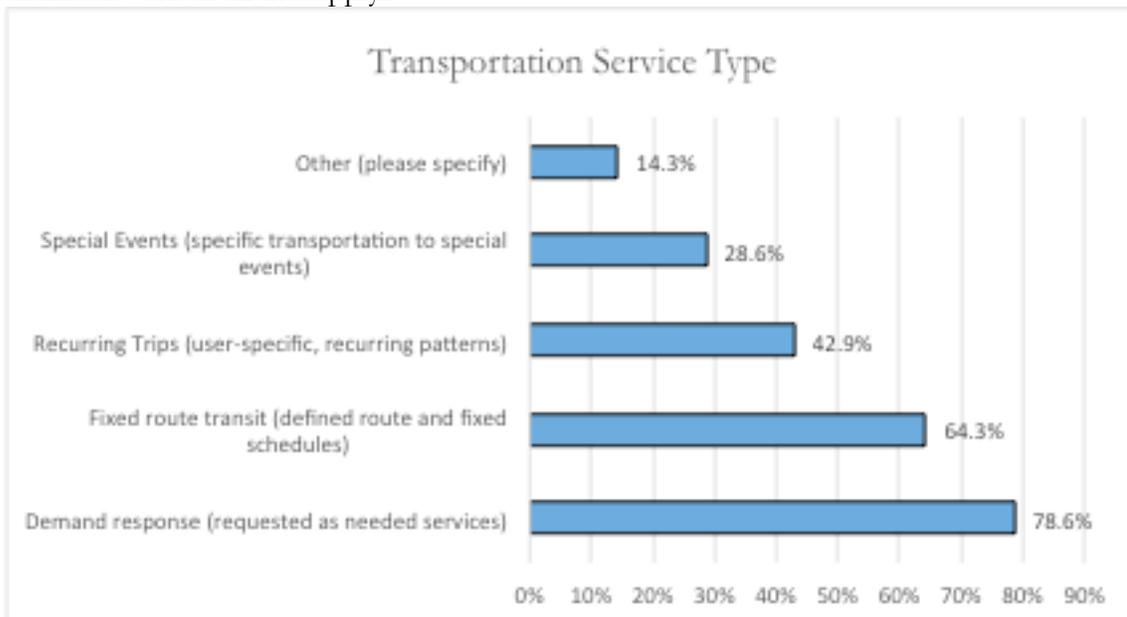


Comments from Other:

- Treatment Service Access (MH and SA)
- Psychosocial appointments access

9 Responses

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



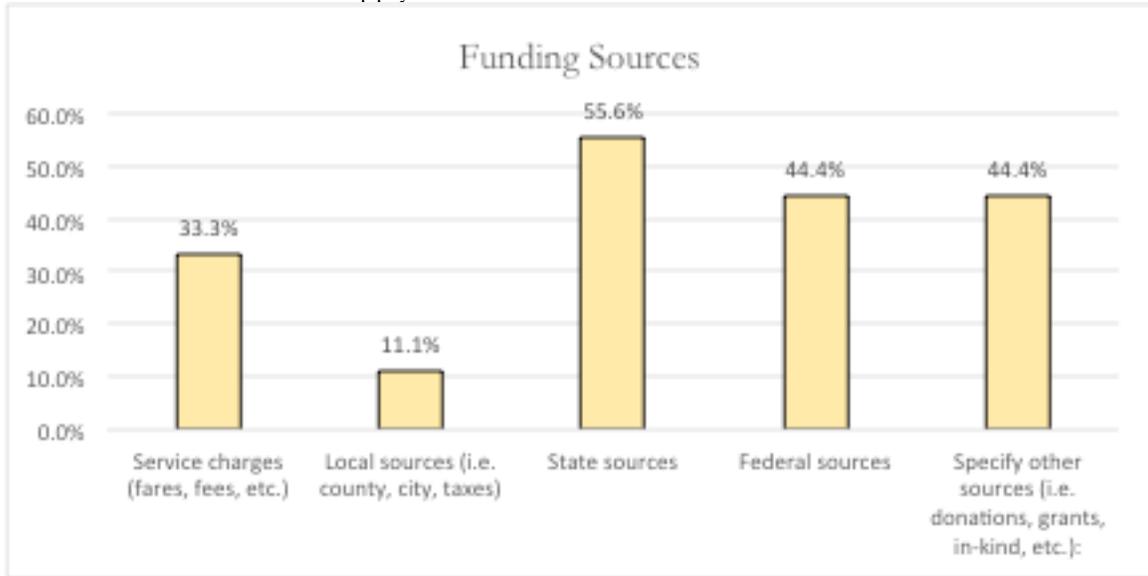
Comments from Other:

- Out of county specialty provider visits
- Rides through volunteers when available

14 Responses

Transportation Services

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



Comments from Other:

- Donations, grants, contracts
- Local Grants
- Donations
- Grants, in-kind
- Grants, in-kind, donations
- MTA funds, donation, grants, fundraising

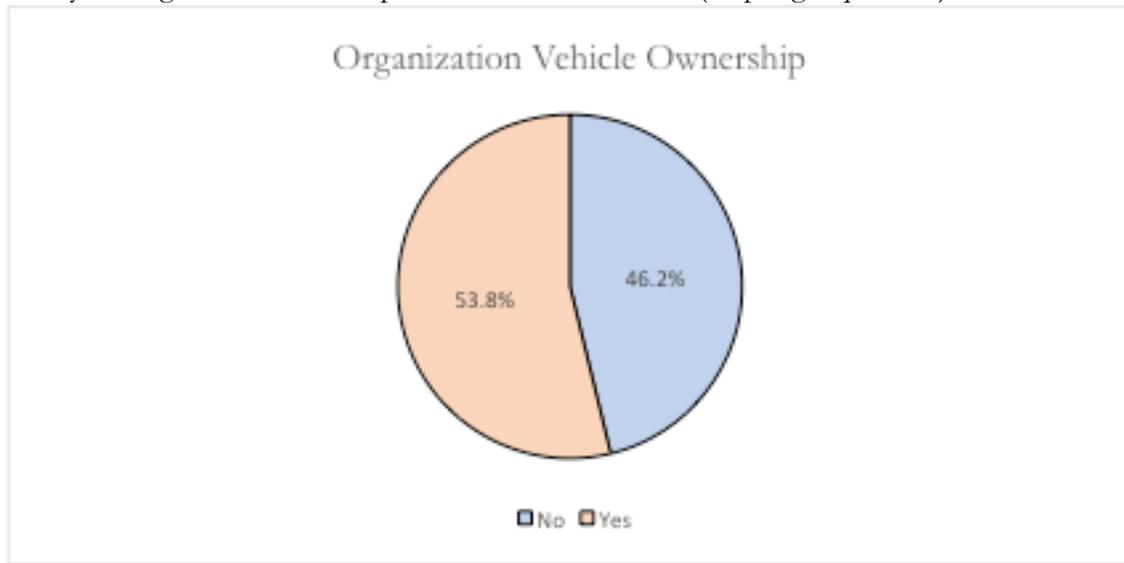
9 Responses

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

- Stakeholders that responded to this question provide, purchase, or coordinate services on weekdays and weekends. Only three of the responding stakeholders provide weekend services, which at most equates to two a weekend. Of the eleven that answered, 9 provide trips on a weekly basis.

11 Responses

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



13 Responses

Vehicle Count

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

The organization count refers to the number of organizations that selected the vehicle type. For example, all 5 organizations that answered this question own a van. The vehicle count refers to the number of vehicles total for each organization. This information is not comprehensive for the county and may also not be comprehensive for the organization(s) in question.

Vehicle Type	Organization Count	Vehicle Count
Bus	3	6
Van	5	9
Car	3	2
Truck/SUV	1	1
Other vehicles	1	3

5 Responses/Organizations

Unmet Needs, Coordination, and Duplicate Services

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

The following is a list of comments of the unmet transportation needs stakeholders identified for the community/clients they work with. Some of these comments have been organized and summarized into themes.

Limited Resources: Insufficient fleet for service needs, more access to transportation to benefit all clientele, in need of more volunteer drives, insufficient funding, lack of drivers

Outlying Areas: insufficient equipment to get wheel chair accessibility to more rural areas, transportation to and from school for adult students to get to school, lack of transportation to get people to specialists, lack of resources to provide rides for clients.

12 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:

Resource Limitation: Difficulty finding sufficient transportation for those with mental health disabilities, not enough money for gas vouchers or refunds for low-income families

Other: Clients are unable to get rides in a "dial-a-ride" sense. They are able to call and ask to be taken to appointments, etc. but have to schedule in advance in order for them to be worked into the schedule.

12 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:

Frequency: More frequent services for clients 7 days a week

NEMT: help getting clients to out of county medical appointments, medical transportation for non-emergency situations

Area: patients often have difficulty getting in to Little Lake from Brooktrails, the valley, or Pine Mountain, MTA services not going to remote areas, and our agency not being able to support gasoline vouchers for clients

Service Related: MTA has only one morning run to Ukiah and one afternoon run returning to AV, We would be able to serve more people if the funding was available to provide "dial-a-rides"

12 Responses

17. Please describe areas where transportation service is duplicated.

The respondent did not express any issues of duplication in the County, only a lack of transportation.

10 Responses

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

Stakeholders offered the following recommendations:

Knowledge gaps/Marketing: updated information in paper pamphlets, easier contact to a taxi or a van service,

Service/Route related: fix bicycle issue, fix the schedule so that it will accommodate students, General MTA service for people on the coast to commute between Irish Beach through Stewarts Point, people take the MTA in the morning to one place but have to wait until the end of the day (5 or 6 p.m.) to go back to the local location they came from

Request for Services: bus service round trip to Willits and Ukiah at least a few days weekly, Community Health Workers helping disabled and seniors or others with special needs get to services like specialists, imaging, lab, physical therapy, etc., Hire private providers to provide transportation on as needed basis

Other: more volunteers make existing transportation more affordable

12 Responses

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

Medical Transportation: more access to medical non-emergency transportation, hire independent contractors to provide health care transportation

Communication: coordinating with other cities or counties to best fit the needs of the area, 2-1-1 type information used for transportation information

10 Responses

Conclusion

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

- Thank you for this survey...
- They do a good job of serving the central locations but could expand to include more than one main route through each major town.
- We are not a 100% sure what coordinated transportation system actually is. Perhaps more information on that would be helpful
- It is one of the largest barriers to access
- Could sure use Greyhound services and one a day public transport from/to Laytonville and back!
- It's great in populated areas but non-existent in rural areas in our county.

4 Responses

The following list consists of organizations, department, agencies and/or individuals who should be at the table when it comes to the discussion on coordinated transportation. Note some these contacts may change in the next few years; however, this list can be used a starting point for outreach.

TABLE 8-STAKEHOLDER LIST

Name	Agency	Position
Dan Baxter	Mendocino Transit Authority	General Manager
Jim Rutherford	Anderson Valley Senior Center	Coordinator
Rita Ray	Indian Senior Center	Director
Bob Bushansky	Redwood Coast Senior Center	Vice President
Micheline White	Coastal Seniors	Executive Director
Marilyn DeFrange	Ukiah Senior Center	Administrative Supoport/PR
Allyn Nonneman	Willits Senior Center	Executive Director
John Horn	Community Resources Connection	President
Kathy MacDougall	Hillside Health Center	Office of the President
Kathy Fisher	Hopland Tribal Health	Health and Social Services Director
Jessica Sanders	Transportation Plus	Manager
Jody Boggs	Round Valley Indian Health Center	Transportation Coordinator
	Sherwood Valley Rancheria	

APPENDIX B: FUNDING MATRIX

TABLE 9-FUNDING MATRIX

Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Federal Sources						
FTA Section 5310: Enhanced Mobility of Seniors & Individuals with Disabilities Program	Enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and ADA complementary paratransit services.	Capital projects and operations	\$28.9 million in FY 14/15	Nonprofit agencies, public agencies	20% match for capital projects; 50% match for operating assistance; up to 10% to administer the program, to plan, and to provide technical assistance	Typically vans or small buses are available to support nonprofit transportation providers. Annual grant cycle. Applications are available at Caltrans website http://www.dot.ca.gov/hq/MassTrans
FTA Section 5311 Formula Grant for Rural Areas	Provide capital, planning, and operating assistance to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations.	Planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services	Formula based funding - Apportionment by area - \$590,261 for Mendocino County in FY 13/14	Public agencies, local governments, tribal governments, nonprofit agencies	20% for capital, 50% operating assistance, 20% for ADA non-fixed-route paratransit service, using up to 10% of a recipient's apportionment	Funds are distributed on a formula basis to rural counties throughout the country. A portion of 5311 funds (\$45 million nationally from 2006-2009) is set aside for a Tribal Transit Program, which provides direct federal grants to Indian tribes to support public transportation on Indian reservations.
FTA Section 5311(f)	Funds public transit projects that serve intercity travel needs in non-urbanized areas.	Capital projects and operations	Discretionary, varies annually - \$330,000 grant in FFY 2014	Public agencies, local governments, tribal governments, nonprofit agencies	50% for operating costs, 80% for capital costs	Projects are awarded on a statewide competitive basis

Coordinated Public Transit – Human Services Transportation Plan

Mendocino Council of Governments

Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
<p>FTA Section 5304 Transit Planning Grants:</p> <p>Sustainable Communities (this grant is also funded by the State Highway Account (SHA))</p>	<p>The purpose of this grant is to promote a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability. In addition, the purpose also is to identify and address mobility deficiencies in the multimodal transportation system, encourage stakeholder collaboration, involve active public engagement, integrate Smart Mobility 2010 concepts, and ultimately result in programmed system improvements.</p>	<p>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</p>	<p>Approximately \$8.3 million will be available for the Fiscal Year 2015-16 grant cycle. The minimum grant is \$50,000 and the maximum amount per grant cannot exceed \$500,000.</p>	<p>Primary Recipients: MPO/RTPAs, Transit Agencies, Cities, Counties, and Native American Tribal Governments;</p> <p>Sub-recipients: Transit Agencies, Universities, Community Colleges, Native American Tribal Governments, Cities and Counties, Community-Based Organizations, Non-Profit Organizations, and Other Public Entities.</p>	<p>Local Match: 11.47% of the total project amount (in-kind contributions allowed)</p>	

Coordinated Public Transit – Human Services Transportation Plan

Mendocino Council of Governments

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

Coordinated Public Transit – Human Services Transportation Plan

Mendocino Council of Governments

Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Federal Transit Administration (FTA) Section 5339 Funds (5339 was established by MAP-21, replaced 5309)	Capital projects for bus and bus- related facilities.	Capital projects only	\$422 million FY 2013; \$427.8 million FY 2014 (total amount available for all states)	Designated recipients and states that operate or allocate funding to fixed-route bus operators; Subrecipients: public agencies or private nonprofit organizations engaged in public transportation, including those providing services open to a segment of the general public, as defined by age, disability, or low income.	20% for capital projects	
Regional Surface Transportation Program (RSTP)	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.	Construction, reconstruction, rehabilitation, resurfacing, restoration and operational improvements	\$1,146,941 in FY 13/14	Transit projects eligible for assistance under the Federal Transit Act	Unknown	

Coordinated Public Transit – Human Services Transportation Plan

Mendocino Council of Governments

Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
FHWA Partnership Planning Grant	The objective of Strategic Partnerships is to achieve the Caltrans Mission and Grant Program Overarching Objectives, encourage regional agencies to partner with Caltrans to identify and address statewide/interregional transportation deficiencies in the state highway system, strengthen government-to-government relationships, and result in programmed system improvements.	Funds transportation planning studies of interregional and statewide significance, in partnership with Caltrans.	Approximately \$1.5 million will be available for the Fiscal Year 2015-16 grant cycle. The minimum grant is \$100,000 and the maximum amount per grant cannot exceed \$500,000.	To qualify as a pooled fund study, more than one state transportation agency, federal agency, other agency such as a municipality or metropolitan planning organization, college/university or a private company must find the subject important enough to commit funds or other resources to conduct the research, planning, and technology transfer activity.	20% of the total project amount (in-kind contributions allowed)	Project examples include: studies that identify regional, inter-city and/or statewide mobility and access needs; corridor studies and corridor preservation studies; projects that evaluate transportation issues involving ground access to international borders.
Health and Human Services Funding						
Title XX Social Services Block Grant (SSBG) (Department of Social Services)	Goals: 1. Reduce dependency, 2. Achieve self sufficiency, 3. Protect children and families, 4. Reduce institutional care by providing home/community based care, 5. Provide institutional care when other forms of care are not appropriate.	Transportation services for participants in Title XX programs	\$1.7 billion nationwide per year	Child Welfare Services, Foster Care, Deaf Access, Community Care Licensing, CDE Child Care, and Department of Developmental Services programs.	None	Grant must be used for one of the goals of SSBG and cannot be used for certain purposes such as the purchase or improvement of land or payment of wages to any individual in social services. These funds are not allocated separately but are used in lieu of state general fund.

Coordinated Public Transit – Human Services Transportation Plan

Mendocino Council of Governments

Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Community Services Block Grant (CSBG) (Department of Community Services & Development)	Assist low income persons with employment services, housing assistance, emergency referral services, nutrition and health services		\$247,651 in 2012	States, Territories and Tribal Governments	Unknown	
Aging & Disability Resource Center Grant Program - Part of the President's New Freedom Initiative (Dept. of Aging)	Support state efforts to create "one stop" centers to help consumers learn about and access long-term supports ranging from in-home services to nursing facility care.		\$202,443 awarded to California in 2012	All U.S. States and Territories	Unknown	Funds are awarded to the State and then disseminated to participating local agencies
HIV Care Formula Grants (Dept. of Health and Human Services)	Support programs designed to increase access to care and treatment for underserved populations, reduce need for costly inpatient care, reduce prenatal transmission, improve health status of people with HIV. A portion of the funds can be used for transportation.		\$2,392,200,000	State, local governments, public and nonprofit private agencies.	None	75% of funds must be used for core medical services, while 25% can be used for support services such as transportation that supports a person living with HIV

Coordinated Public Transit – Human Services Transportation Plan

Mendocino Council of Governments

Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Consolidated Health Center Program (Bureau of Primary Health Care)	Fund health centers that provide primary and preventative health care to all residents including diverse underserved populations. Health centers can use funds for center-owned vans, transit vouchers, 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	Door to door assistance transportation and vouchers for public transportation	\$5,463 for FY13/14	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

Coordinated Public Transit – Human Services Transportation Plan

Mendocino Council of Governments

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	\$38 million nationwide in FY 2011	Recognized Native American tribes and Hawaiian Americans as well as non-profit organizations.	Unknown	Funds are given based on a formula related to the share of the American Indian, Alaskan Native, and Native Hawaiian population aged 60 and over in their respective service area
Community Mental Health Services Block Grant (Center for Mental Health Services State Planning Branch)	Improve access to community-based health-care delivery systems for people with serious mental illnesses. Grants also allot for supportive services, including funding to operate vehicles, reimbursement of transportation costs and mobility management	Capital projects and operations.	\$430,000	States and territories	None	

Coordinated Public Transit – Human Services Transportation Plan

Mendocino Council of Governments

Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Substance Abuse Prevention & Treatment Block Grant (Substance Abuse & Mental Health Services Administration)	Block grants provide funds for substance use prevention and treatment programs. Transportation-related services supported by these grants may be broadly provided through reimbursement of transportation costs and mobility management to recipients of prevention and treatment services		\$1.68 billion nationwide in FY 2012	States, Territories and Tribal Governments	None	20% of funds must be spent on education, 5% must go to increase the availability of treatment services for pregnant women, 5% on administrative needs and the rest of discretionary
Child Care & Development Fund (Administration for Children & Human Services)	Assists low-income families in obtaining child care so they can work or attend training/education. The program also improves the quality of childcare and promotes coordination of childhood development programs	Voucher payments to child care providers	\$4.8 billion	States, Territories and Tribal Governments	Unknown	

Coordinated Public Transit – Human Services Transportation Plan

Mendocino Council of Governments

Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Developmental Disabilities Projects of National Significance (Administration for Children and Families)	Promote and increase independence, productivity, inclusion and integration into the community of persons with developmental disabilities, and support national and state policy that enhances these goals. Funding provides special projects, reimbursement of transportation costs and training on transportation related issues.		\$425,725 annually for California	State, local governments, public and nonprofit private agencies.	Matching requirements are specified in each published funding opportunity announcement	Projects are awarded for programs are are considered innovative and likely to have significant national impact
Head Start (Administration for Children & Families)	Head Start provides grants to local public and private agencies to provide comprehensive child development services to children and families. Local Head Start programs providetransportation services for children who attend the program either directly or through contracts with transportation providers	Program expansion and cost of living adjustments	\$7 billion	Local public and private non-profit and for-profit agencies	Unknown	

Coordinated Public Transit – Human Services Transportation Plan

Mendocino Council of Governments

Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
TANF / CalWORKs (California work opportunity & responsibility to kids) (Department of Social Services)	Provide temporary assistance to needy families. Recipients are required to participate in activities that assist them in obtaining employment. Supportive services, such as transportation and childcare are provided to enable recipients to participate in these activities.	Cash aid paid out to eligible recipients for use on transportation and other needs		States and Federally recognized Native American tribes. Eligible families as defined in the TANF state plan	Unknown	
Community Development Block Grants (CDBG) (Department of Housing & Community Development)	Create or preserve jobs for low income and very low income persons.	Public Improvements, including transportation	\$1 million in 2013	Counties with less than 200,000 residents and cities of less than 50,000 residents	Unknown	City of Ukiah was the recipient of this award
State Sources						
Transit System Safety, Security and Disaster Response Account	Develop disaster response transportation systems that can move people, goods, and emergency personnel and equipment in the aftermath of a disaster	Capital projects	\$73,000 in FY 13/14	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.						

Coordinated Public Transit – Human Services Transportation Plan

Mendocino Council of Governments

Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
State Transit Assistance Fund (STAF)	Public transit and paratransit services	Capital projects and operations	Varies from year to year depending on appropriation to Public Transportation Account of which 75% goes to STA - Averages \$500,000 annually	Allocated by formula to public transit operators	None	Revenues derived from sales taxes on gasoline and diesel fuels.
State Transportation Improvement Program (STIP)	Major transportation capital improvement projects	Transit capital improvement projects	\$1.2 million in FY 2008			This is a competitive local process. We don't have a specific set aside for transit, but transit projects can apply. No transit projects awarded in 2014 RTIP, \$88,000 in 2012 RTIP, none in 2010, \$1.2 million in 2008 (2008 was the last time there was a specific PTA target in the STIP fund estimate for each region).
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	\$600 million statewide in FY 14/15.	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)	These funds are allocated for transportation planning	Used for activities associated with the Metropolitan planning process	\$294,000 annually			
Rural Planning Assistance (RPA) Discretionary Grant	These funds are allocated for transportation planning	Electric vehicle planning	\$25,000			Last year was the only year this award has been given in Mendocino County

Coordinated Public Transit – Human Services Transportation Plan

Mendocino Council of Governments

Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
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.	Discretionary grant program, varies - Currently have two active grants - \$150K for Hopland Engineered Feasibility Study and \$250K for Ukiah Area MicroSimulation Model	State Agencies		The Federal share of the cost of a project carried out with SP&R funds shall be 80% unless the Secretary determines that the interests of the Federal-aid highway program would be best served by decreasing or eliminating the non-Federal share.
FY 2013/14 Community Based Transportation Planning Grant	Community-Based Transportation Planning (CBTP) grant program promote a balanced, comprehensive, and multi-modal transportation system	CBTP grants are instrumental in developing and studying the sustainability of land use plans that improve the quality of life for many Californians.	Discretionary grant program, varies annually			Ninety percent (90%) of the projects costs are funded by the Caltrans grant program and the remaining ten percent (10%) is contributed by the grantee as a local match.
Regional/Local Sources						
Transportation Development Act (TDA) Articles 4 and 8 (1/4 cent sales tax)	Transit operating assistance and capital projects, local street and road maintenance and rehabilitation projects, pedestrian/bicycle projects	Capital projects and operations	\$2.8 million in FY 14/15	Cities and counties. Allocated by population formula within each county		Revenues are derived from 1/4 cent of the retail sales tax collected statewide, distributed according to the amount of tax collected in each county to a Local Transportation Fund in each county.

Coordinated Public Transit – Human Services Transportation Plan

Mendocino Council of Governments

Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Transportation Development Act (IDA) Articles 4.5	Paratransit operating assistance and capital projects	Capital projects and operations	Up to 5% of the Local Transportation Fund revenue	Cities and counties and CTSAs		
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.		Estimate of \$325K to \$400K for FY 14/15 for Admin - Average of \$100K annually for planning - Average of \$50K to \$60K (2%) for bike & ped projects	County based. Based on population, taxable sales and transit performance		Funds RTPA and approximately 2% goes to bike & pedestrian projects
Planning, Programming & Monitoring (PPM)	PPM funding is available for monitoring the STIP, Preparing the RTIP, preparing and monitoring the Regional Transportation Plan and maintaining planning data such as the Pavement Management System, traffic counts and the GIS system.	PPM can be used either for planning activities or for project development	Varies based on STIP funding - \$141K in FY 14/15 and \$90K in FY 15/16			Funds used for planning and programming activities
Regional Surface Transportation Program (RSTP)	Federal-Aid Highway and Bridges		\$90,000	Transit projects eligible for assistance under the Federal Transit Act		
Mendocino Transit Authority (MTA)			\$8,000	Mendocino County		MTA contribute local (in-kind) funds to match a Federal Sec. 5304 grant project.
Private Sources						
Tribal Casino Transportation Programs	Coordinating transportation efforts on Indian reservations	Capital projects and operations	Unknown	Wide variety of agencies and organizations	None	Some tribes have funds available to assist with the purchase of a new vehicle or to subsidize plans to transport employees to and from the worksite.

Coordinated Public Transit – Human Services Transportation Plan

Mendocino Council of Governments

Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Service Clubs and Fraternal Organizations	Variety of transportation services, especially capital improvements	Capital projects and operations	Unknown	Wide variety of agencies and organizations	None	May be interested in paying for bus benches or shelters
Employers	Variety of transportation services, especially 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.

APPENDIX C: BIBLIOGRAPHY OF PLANNING DOCUMENTS

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