
COORDINATED PUBLIC TRANSIT HUMAN
SERVICES TRANSPORTATION PLAN
EL DORADO COUNTY

Final Plan

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GLOSSARY OF ACRONYMS

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

1. INTRODUCTION¹

PURPOSE OF THE PLAN

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

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

The FTA has defined coordination of transportation services as “... a process in which two or more organizations interact to jointly accomplish their transportation objectives.” The *2004 Executive Order: Human Service Transportation Coordination* called for the Secretaries of Transportation, Health and Human Services, Education, Labor, Veterans Affairs, Agriculture, Housing and Urban Development, 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

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

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

Reverse Commute (Section 5316), and 3) New Freedom (Section 5317), had to certify that the projects to be funded had been discussed in a locally developed, coordinated public transit/human-services 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.³

This plan is intended to meet the coordinated-planning requirement as well as to provide Western El Dorado County Transportation Commission and its partners a “blueprint” for implementing a range of strategies intended to promote and advance local efforts to improve transportation for persons with disabilities, older adults, and persons with low incomes. This plan will be adopted by the Western El Dorado County Transportation Commission so that all transportation providers within Western El Dorado 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 and data collected from outreach
- Identify and prioritize solutions
- Develop coordination strategies

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

- 1) An assessment of the transportation needs for transportation disadvantaged populations (seniors, people with disabilities, and people with low incomes).

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

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

- 2) Inventory of existing transportation services
- 3) Strategies for improved service and coordination
- 4) Identify priorities based on resources, time, and feasibility

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

OUTREACH

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

- Presentation and discussion at the Social Services Advisory Committee (SSTAC) on September 24, 2014 at 8:15am at the El Dorado County Transportation Commission in Placerville.
- Public and stakeholder workshop on September 24, 2014 at 10am at the El Dorado County Transportation Commission in Placerville.
- Online surveys on surveymonkey.com: one for stakeholders and one for the general public.
- Toll-free phone in number to make arrangements to do the survey over the phone or request a hard copy of the survey to be mailed.
- Hard copy of survey emailed to agencies to distribute to their community and/or clients.
- Hard copies of surveys distributed at public meetings with postage paid envelopes.
- Solicited written comments through email or mail.

The consultants and contacts from El Dorado Transit and the Transportation Commission employed different techniques to advertise opportunities for engagement. Emails were sent to county agencies and non-profit organizations, an announcement was placed in the *Mountain Democrat* newspaper, flyers were distributed to different people and agencies, and flyers were posted in various

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

locations such as county buses and county offices. A copy of the flyer and survey data is 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 Western El Dorado County, but is an initial effort to develop a comprehensive list of potential transportation funding sources. Appendix B lists some of the funding sources discussed in this narrative along with additional funding sources related to transportation and transit services. It is important to note that funding requirements and the competitive nature of receiving funds constrain the county’s ability access a number of these funding sources.

FUNDING FOR PUBLIC TRANSPORTATION IN RURAL CALIFORNIA

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

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

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

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

FEDERAL FUNDING SOURCES

FTA SECTION 5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM⁶

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

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

Section 5310 Overview:

- Capital/operating/administration related projects are eligible
- At least 55% of program funds must be used on capital projects that are public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.

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

- The remaining 45% may be used for any other eligible purpose, including capital and operating expenses as well as New Freedom-type projects:
 - Public transportation projects that exceed the requirements of the ADA.
 - Public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit.
 - Alternatives to public transportation that assist seniors and individuals with disabilities.
- At most, 10% is allowed for program administration.

Statewide Funding Formula:

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

Funding:

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

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

FTA SECTION 5307 URBANIZED AREA FORMULA GRANTS

El Dorado Hills and Cameron Park are included in the Sacramento Urbanized Area. El Dorado Transit is eligible to receive these funds through the Sacramento Area Council of Governments (SACOG) through an allocation process. Approximately \$245,000 is available on an annual basis for major maintenance.

FTA SECTION 5311 FORMULA GRANT FOR RURAL AREAS⁸

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

- Enhance the access of people in non-urbanized areas to health care, shopping, education, employment, public services, and recreation

⁷ “FY Apportionment Tables.” U.S. Department of Transportation-Federal Transit Administration. http://www.fta.dot.gov/12853_14875.html

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

- Assist in the maintenance, development, improvement, and use of public transportation systems in non-urbanized areas
- Encourage and facilitate the most efficient use of all transportation funds used to provide passenger transportation in non-urbanized areas through the coordination of programs and services
- Assist in the development and support of intercity bus transportation

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

Eligible projects under 5311 are as follows:

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

The funds are formula based:

Rural Formulas:

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

Tribal Programs:

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

Eligible Recipients:

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

TOLL CREDIT FUNDS IN LIEU OF NON-FEDERAL MATCH FUNDS⁹

Federal-aid highway and transit projects typically require project sponsors to provide a certain amount of non-federal funds as a match to federal funds. Through the use of “Transportation

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

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

NON-TRADITIONAL TRANSPORTATION PROGRAM FUNDING

TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

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

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

STATE FUNDING SOURCES

TRANSPORTATION DEVELOPMENT ACT (TDA)¹²

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

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

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

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

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

Prior to approving TDA funds for purposes other than public transportation, specialized transportation, or facilities for bicycles and pedestrians, the local transportation commission, sometimes referred to as the Regional Transportation Planning Agency (RTPA), conducts an annual unmet transit need process which includes a public hearing and assessment of current transit services. Commission staff and the local SSTAC review public comments received and compare the comments to the adopted definitions to determine if there are unmet transit needs and whether or not those needs are “reasonable to meet.” Each RTPA is required to adopt definitions of “unmet transit need” and “reasonable to meet.” Any unmet transit needs that are reasonable to meet must be funded before funds can be allocated for streets and roads.¹³ At this time, all allocated LTF funds are utilized to provide public transit services through El Dorado Transit, thus EDCCTC and El Dorado Transit do not convene specific unmet transit needs hearings. Public comment is received and evaluated on a continuous basis by staff.

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

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)¹⁴

The STIP is a biennial five year plan adopted by the Commission for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements. State law requires the California Transportation Commission to update the STIP biennially, in even-numbered years, with each new STIP adding two new years to prior programming commitments. The current structure of the STIP was initiated by SB45 in 1997. The STIP is constrained by the amount of funds estimated to be available for the STIP period in the fund estimate, which is developed by Caltrans and adopted by the Commission every other odd year. The amount available for the STIP is then constrained by formulas for regional and interregional shares per Streets and Highways Code (Sections 164, 187, 188 and 188.8). The 2014 STIP was adopted in March 2014, and the next STIP must be adopted by April 1, 2016.¹⁵

SOCIAL SERVICES FUNDING SOURCES¹⁶

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

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

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

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

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

OLDER AMERICANS ACT (OAA)

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

REGIONAL CENTERS

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

MEDI-CAL

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

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

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

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

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

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

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

CONSOLIDATED HEALTH CENTER PROGRAM (BUREAU OF PRIMARY HEALTH CARE)

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

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

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

SUBSTANCE ABUSE PREVENTION & TREATMENT BLOCK GRANT

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

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

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

provide voucher payments for transportation needs. Eligible recipients include states and recognized Native American tribes.

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

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

HEAD START (ADMINISTRATION FOR CHILDREN AND FAMILIES)

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

TEMPORARY ASSISTANCE TO NEEDY FAMILIES (TANF)/CALWORKS

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

COMMUNITY DEVELOPMENT BLOCK GRANTS (CDBG)²⁰

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

The annual CDBG appropriation is allocated between States and local jurisdictions called “non-entitlement” and “entitlement” communities, respectively. Entitlement communities are comprised of central cities of Metropolitan Statistical Areas (MSAs); metropolitan cities with populations of at least 50,000; and qualified urban counties with a population of 200,000 or more (excluding the

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

populations of entitlement cities). States distribute CDBG funds to non-entitlement localities not qualified as entitlement communities.

OTHER SOURCES

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

PRIVATE AND NON-PROFIT FOUNDATIONS

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

SERVICE CLUBS AND FRATERNAL ORGANIZATIONS

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

AB 2766 VEHICLE AIR POLLUTION FEES

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

TRAFFIC MITIGATION FEES

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

ADVERTISING

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

CONTRACT REVENUES

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

EMPLOYER AND MEMBER TRANSPORTATION PROGRAMS

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

IN-KIND

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

2. DEMOGRAPHICS PROFILE

DESCRIPTION AND DEMOGRAPHIC SUMMARY²¹

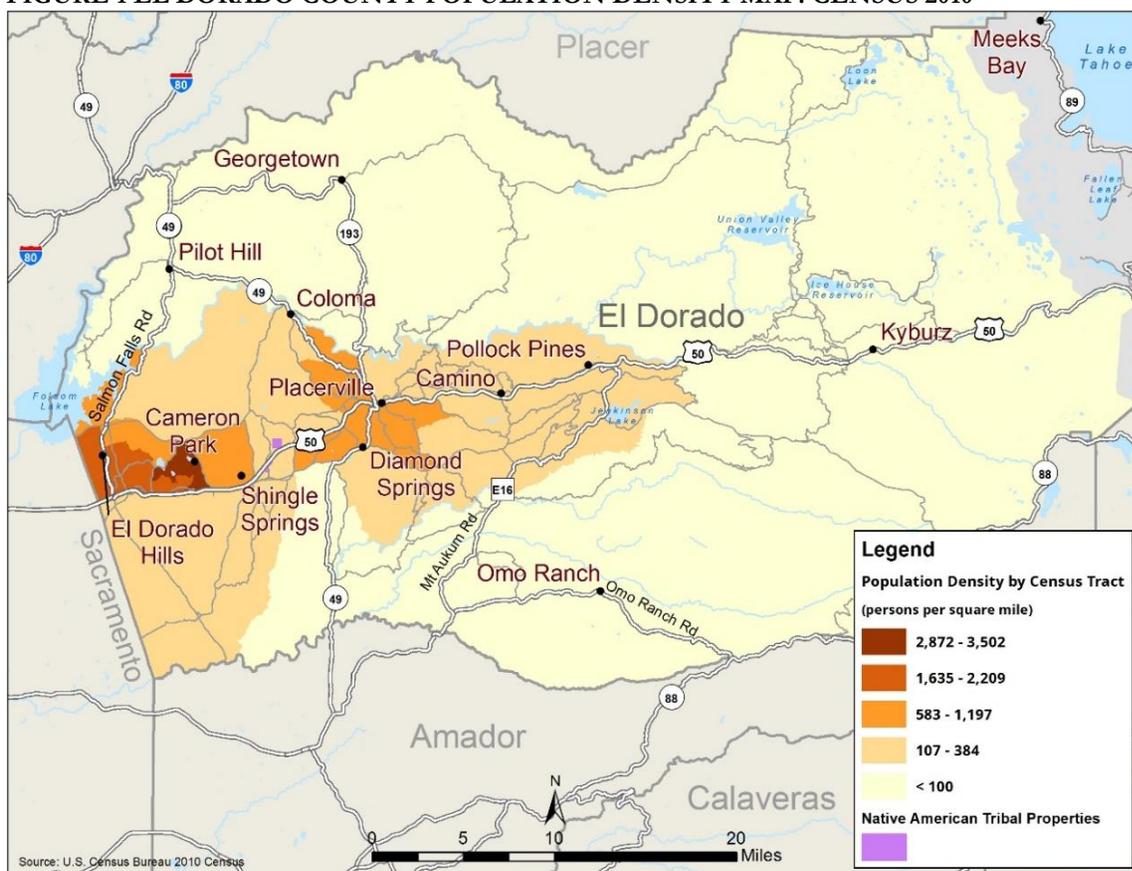
El Dorado County is located in the central Sierra Nevada Mountains, east of Sacramento. Over half of the county's approximately 1,708 square miles is publically owned land. Natural attractions include Lake Tahoe, the Sierra Nevadas, and the Eldorado National Forest. Tourism and recreation play an important role in the county's economy. As of the 2010 Census, El Dorado County has a population density of 106 persons per square mile. The City of Placerville is the county seat. The County's residential and tourism growth along with its proximity to employment opportunities in Sacramento County has generated substantial suburban growth in the western portion of the county, which can be seen in Figure 1.

Based on the results of each decennial US Census, the Census Bureau modifies the boundaries of the Sacramento Urbanized Area. Most recently, based upon the 2010 census this boundary was extended westward to include the Cameron Park and Shingle Springs areas. As development continues, it can be expected that a higher proportion of Western El Dorado County will be encompassed in the urbanized area in 2020 and 2030.²²

²¹ The language and information from this section were taken from El Dorado County's Coordinated Plan-Human Services Transportation Plan (2008) and Western El Dorado County's Short-and Long-Range Transit Plan (2014)

²² El Dorado County's Coordinated Plan-Human Services Transportation Plan (2008) and Western El Dorado County's Short-and Long-Range Transit Plan (2014)

FIGURE 1 EL DORADO COUNTY POPULATION DENSITY MAP: CENSUS 2010



Source: Business Forecasting Center and 2010 Census Data

FOCUS AREA OF THE COORDINATED PLAN: WESTERN EL DORADO COUNTY

The county is divided into two regions: 1) the Lake Tahoe Basin and 2) the “Western Slope.” The Lake Tahoe Basin makes up the northeast corner of the county, while the rest of the county is known as the Western Slope or Western El Dorado County. Western El Dorado County is composed of small isolated communities to larger communities along the Highway 50 Corridor. The Tahoe Basin is part of the Tahoe Regional Planning Agency and is not considered in this coordinated plan update.

The population of the Western Slope was identified by the 2010 U.S. Census to be 148,614. Of this total, 14% was elderly (age 65 or above), 2% was mobility-limited, and 6% of the population was low-income. A total of 732 households (3% of the total) did not have a car. Sacramento Council of Governments (SACOG) projections identify a future population growth of 26% by 2035. Growth is forecast to be much higher among seniors, with the population age 65 and above expected to increase by 156% by 2035.²³

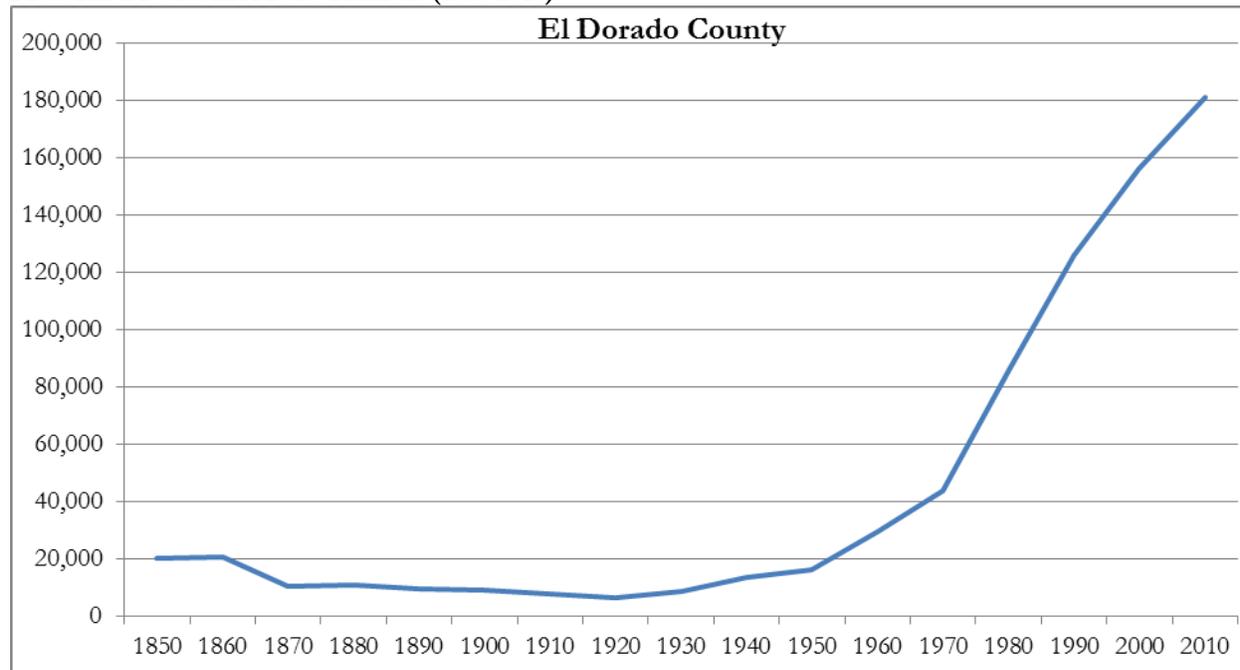
²³ Western El Dorado County Short and Long Range Transit Plan (2014)

COUNTY DATA

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

Figure 2 and Table 1 below provide some population characteristics of El Dorado County as a whole, including details of the key demographic groups for this report: seniors, individuals with disabilities, and low income residents. For comparison, the total population and percent of these demographic groups is also presented for California and the United States.²⁴ Using California’s Department of Finance population projection data between 2010 and 2060, the entire area of El Dorado County’s under 65 population is expected to increase approximately 43% (see Table 2).

FIGURE 2 POPULATION TREND (1850-2010)



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

²⁴ Data from the State of California’s Department of Finance is also referenced in this section. Note that the data from the U.S. Census Bureau and Department of Finance slightly differ from one another because of years the data represent as well as differences in the sources of data and methodology of calculation.

TABLE 1 BASIC POPULATION CHARACTERISTICS

Area	Total Population	% of state population	% persons aged 65+	% persons w/ disability	% poverty level
United States	311,536,594	-	13.40%	12.10%	15.40%
California	37,659,181	-	11.80%	10.10%	15.90%
El Dorado County (entire area)	180,982	0.48%	15.50%	11.50%	9%

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

LOW-INCOME RESIDENTS

According to data that was teased out of 2010 Census data in the Short-Long Range Transit Plan, an estimated 9,289 low-income persons resided in Western El Dorado County, representing approximately 6.3% of the total Western El Dorado County population. In Western El Dorado County, poverty is concentrated in the census tracts covering areas like Placerville, Diamond Springs, and Pollock Pines.²⁵ According to the ACS 2013 5-Year Estimates, the poverty rate for the county overall is 9%, which is approximately 6 percentage points lower than the state and national rates.

PEOPLE WITH DISABILITIES²⁶

According to the American Community Survey (ACS) 2013 5-Year data, 11.5% of the non-institutionalized population of El Dorado County population has a disability, which is higher than California’s population with disabilities and lower than the national rate (see Table 1).

The top three disability issues for those disabled between the ages of 5 and 17 are cognitive, self-care, and hearing difficulties. For those 18 to 64, the top three disability issues are independent living, cognitive, and ambulatory difficulties. For those 65 and older, the top three disabilities issues are hearing, ambulatory, and independent living difficulties.²⁷

These disability statistics, which cover six disability types, were produced based on questions introduced to the ACS in 2008.²⁸ Because of changes in questions, one must be cautious when comparing previous Census and ACS disability data as the questions were different.

OLDER ADULTS

To better understand how the older adult population in El Dorado County is changing, please refer to Table 2. Table 2, which is from the California’s Demographic Research Unit, shows the total

²⁵ “Mapping Poverty in America.” Found here: <http://www.nytimes.com/newsgraphics/2014/01/05/poverty-map/>

²⁶ “Disability.” ACS. <https://www.census.gov/people/disability/methodology/acs.html>

²⁷ The percent figures for the six disability areas were sorted and the top highest rates were selected for inclusion in the paragraph.

²⁸ For more information, please visit the Census Bureau’s page on Disability and American Community Survey at <https://www.census.gov/people/disability/methodology/acs.html>

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 El Dorado County is aging.

In 2010, 14.7% of El Dorado County’s population was age 65 or older. Between 2010 and 2030, the number of people 65 and older overall is expected to almost double, and by 2040, it is estimated that approximately 23.7% of the county will be a senior citizen. According to the U.S. Census Bureau’s American Community Survey’s 2013 5-Year Estimates data, 31.4% of the non-institutionalized population in El Dorado County that is 65 and older has a disability.

TABLE 2 POPULATION PROJECTIONS FOR EL DORADO COUNTY

Age Group	2010	2020	2030	2040	2050	2060	Population Change 2010-2060
Under 65	154,309	161,177	175,993	201,095	217,843	221,220	43%
65-74 (Young Retirees)	15,551	26,543	31,977	26,019	28,748	37,839	143%
75-84 (Mature Retirees)	7,944	11,535	20,432	25,014	20,912	23,738	199%
85+ (Seniors)	3,116	3,840	6,084	11,451	15,622	15,175	387%
Total Pop: Age 65+	26,612	41,918	58,492	62,484	65,283	76,752	188.4%
% Older Adults	14.7%	20.6%	24.9%	23.7%	23.1%	25.8%	

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

3. EXISTING TRANSPORTATION RESOURCES²⁹

This section documents the various transit providers and resources serving El Dorado County residents. Note these services reflect the writing of this report and are subject to change at any given time.

PUBLIC TRANSIT SERVICE

EL DORADO COUNTY TRANSIT AUTHORITY (EL DORADO TRANSIT)³⁰

El Dorado Transit operates a wide range of services, including local community routes, demand response, intercity commuter service, medical transportation, and contracted social service transportation. El Dorado Transit serves a wide region of El Dorado County as well as commuter and non-emergency medical services to Sacramento and connecting service to Folsom. Separate ADA Complementary Paratransit services are provided within $\frac{3}{4}$ of a mile of all local fixed routes. This section will describe the services that El Dorado Transit currently provides.

LOCAL FIXED ROUTE

Placerville Fixed Routes: El Dorado Transit operates an East and a West Route along the US 50 Corridor in the City of Placerville. These routes provide fixed-route service mainly along the US 50 Corridor between the Missouri Flat Transfer Center and Point View Drive on the eastern side of Placerville. The East and West Routes are essentially directional trips of the same loop, although the routes do serve different stops between Spring Street and Point View Drive. Service is provided Monday through Friday on one hour headways between 7:00 AM and 6:00 PM.

Some notable stops along the Placerville routes are: Human Services, El Dorado County Fairgrounds Park-and-Ride, Mother Lode Rehabilitation Enterprises, Inc. workshop, Marshall Hospital, Rite Aid, and Home Depot. Request stops are available along Green Valley Road, Cold Springs Road, Canal Street, Clay Street, and Cedar Ravine Road.

Pollock Pines Fixed Route: The Pollock Pines route provides scheduled transit service along the US 50 Corridor between the Missouri Flat Transfer Center in Diamond Springs, the Camino area, and the Safeway Plaza on Pony Express Trail in Pollock Pines. Service is provided Monday through Friday between 6:30 AM and 5:30 PM.

Diamond Springs Fixed Route: The Diamond Springs Route begins at the Missouri Flat Transfer Center and follows a clockwise loop around Diamond Springs on Pleasant Valley Road, back to the

²⁹ The language and information is from El Dorado County's 2008 Coordinated Plan, Western El Dorado County Short and Long Range Transit Plan from 2014, and outreach with the public and other stakeholders

³⁰ The 2014 Western El Dorado County Short-Long Range Transit Plan helped inform this section. More detailed information can be found in that document and on El Dorado Transit's website. Routes and services are subject to change at any given time.

Missouri Flat Transfer Center, then across Highway 50 serving Folsom College, Safeway, and Prospector Plaza. The Diamond Springs route takes approximately one hour to operate. Service for this route is provided hourly from 7:00 AM to 6:00 PM on Monday through Friday. The Diamond Springs Route serves the Diamond Springs Mobile Home Park and El Dorado Transit Offices (via the Central Transit Center, located at Commerce Way between Enterprise Drive and Pleasant Valley Road).

Cameron Park Fixed Route: The route begins at the Missouri Flat Transfer Center in Placerville and first serves the Folsom Lake College/El Dorado Center, then continues to the Shingle Springs Tribal Health clinic and Red Hawk Casino, before continuing on to Cameron Park. On the way to Cameron Park, the route will deviate to Durock Center and Market Court by request. After serving Cameron Park in a clockwise direction, the route serves the Cambridge Park and Ride and returns via Country Club Drive. The Cameron Park Route operates four runs daily and one morning express run with limited stops.

Saturday Express Fixed Route: This route operates between the Missouri Flat Transfer Center in Diamond Springs and the Safeway Plaza on Pony Express Trail in Pollock Pines. An eastbound bus leaves from the Missouri Flat Transit Center at 9:00 AM, and a westbound bus leaves from Safeway Plaza on Pony Express Trail at 9:00 AM. Both buses operate on hourly headways from 9:00 AM to 5:00 PM.

American with Disabilities Act (ADA) Complementary Paratransit for Local Routes: “Complementary Paratransit” refers to door-to-door, on-demand service (“paratransit”), which “complements” a fixed route by ensuring that persons with disabilities in the vicinity of the route have access to public transit services under the requirements of the Americans with Disabilities Act. El Dorado Transit’s complementary paratransit service is compliant with the transportation requirements of the ADA and is only available to persons who are unable to use the local fixed routes. El Dorado Transit complementary paratransit provides door-to-door transit service during the same hours and days as the local fixed routes. Passengers may reserve a ride up to 3 days in an advance and no later than 5:00 PM the night before a requested trip.

Grizzly Flat Demand Response Route: The Grizzly Flat Route provides two round-trips on Thursdays between Prospector Plaza on Missouri Flat Road and the Grizzly Flat area southeast of Placerville. The bus is only operated when there are a minimum of five (5) passenger requests for service. The eastbound routes departs at 7:50 AM and 3:00 PM, and westbound routes depart at 8:26 AM and 3:36 PM. The afternoon westbound run from Grizzly Flat to Placerville is by request only. Route deviations are provided for ADA passengers up to three-quarters of one mile from the designated route. ADA route deviation requests can be scheduled the previous service day, though same day requests are accommodated when possible.

Sacramento Commuter Service: The Sacramento Commuter Service uses a total of ten vehicles. In the morning, nine vehicles are used to operate eleven commuter routes and two reverse commuter routes between El Dorado County and downtown Sacramento Monday through Friday. Morning departures from El Dorado County locations are scheduled from 5:10 AM to 8:00 AM and afternoon eastbound departures from Sacramento occur from 2:40 PM to 6:00 PM. A reverse commuting service is offered for persons commuting from Sacramento to El Dorado County destinations (using bus runs that would otherwise be operated as “deadhead” trips to position buses and drivers). Reverse commutes are provided on Routes 6 and 7, Monday through Friday. Morning reverse commute runs depart Sacramento at 7:00 AM and 8:57 AM. Afternoon reverse commute runs depart the Central Park-and-Ride (on Commerce Way where El Dorado Transit offices and operations are located) at 1:50 PM and the El Dorado County Fairgrounds Park-and-Ride at 4:40 PM. The Commuter routes serve the Central Park-and-Ride, Placerville Station, El Dorado County Fairgrounds Park-and-Ride, Rodeo Road Park-and-Ride, Cambridge Road Park and-Ride, and El Dorado Hills Park-and-Ride.

Iron Point Connector: The Iron Point Connector (IPC) Route provides direct service from El Dorado County to Folsom with connections to Sacramento Regional Transit light rail on weekdays. This route runs twice in the morning and twice in the afternoon from the Central Transit Center to the Iron Point Light Rail Station in Folsom. Other stops include the Missouri Flat Transfer Center, Red Hawk Casino, Ponderosa Road Park-and-Ride, Cambridge Road Park-and-Ride, and El Dorado Hills Park-and-Ride. Service is operated between 6:00 AM and 7:30 PM.

SPECIAL EVENT SERVICES

El Dorado Transit typically operates the following special event shuttle services over the course of the year:

Apple Hill® Shuttle

Special high-profile service providing shuttle transportation for visitors to the Apple Hill® ranches every weekend during the month of October. It is intended to address traffic and parking issues. Shuttle buses depart from two locations from 10:00 AM to 5:00 PM every 15 to 30 minutes. This fare-free service is financed through grants from the El Dorado County Air Quality Management District and the Apple Hill® Growers Association. The Shuttle will not operate in 2014 and 2015 due to a number of issues, including infrastructure and congestion issues. There is no certainty regarding whether the Shuttle will resume again after 2015.

El Dorado County Fair Shuttle

The shuttle transports fair patrons between remote parking sites and the fair during all hours of the event. This fare free service is financed through AB2766 grants from the El Dorado County Air Quality Management District for this service.

SOCIAL SERVICE TRANSPORTATION

EL DORADO TRANSIT

El Dorado Transit provides a range of subscription and contracted activity program services. Among El Dorado County Transit Authority's most important roles in social service transportation delivery is its designation as the CTSA for the western portion of El Dorado County. El Dorado Transit has held this designation for many years and has taken some steps to fulfill the expectations of the formal coordination role. Among the actions that El Dorado Transit has taken that are consistent with the CTSA designation is its role as transportation provider for human service agencies.

DIAL-A-RIDE³¹

The Dial-A-Ride is a demand response service designed for elderly and disabled passengers. The general public may use this service on a space available basis. The service is available Monday through Friday between the hours of 7:30 AM and 5:00 PM and between 8:00 AM and 5:00 PM on Saturdays and Sundays. The service area for this program consists of twelve geographic zones stretching from El Dorado Hills to Pollock Pines and from Garden Valley to the southern portions of the county. Ride requests may be made on weekdays between 9:00 AM and 3:00 PM up to three days in advance or by subscription. Preference in scheduling is provided to elderly and disabled passengers, with other ride requests accommodated on a space available basis starting at 3:00 PM on the day prior to the ride request. In addition, service to the general public is not provided to the most outlying zones.

SENIOR DAY CARE CENTERS

Located in Placerville and El Dorado Hills and operated by the El Dorado County Health and Human Services Agency, this program provides close supervision and assistance with a full day of scheduled therapeutic activities for homebound individuals with mental and physical impairments. Subscription Dial-A-Ride service to and from the Center is provided by El Dorado Transit.

SAC MED NON-EMERGENCY MEDICAL APPOINTMENT TRANSPORTATION

The SAC MED is a public shared-ride non-emergency medical appointment transportation service for seniors, people with disabilities, and general public passengers, serving medical facilities in Sacramento and Roseville. Ride requests are scheduled on a first-come, first-served basis, and confirmed with a call back by 4:00 PM the day before the scheduled ride. Reservations for SAC MED must be made four days in advance and can be scheduled up to fourteen days in advance.

The service operates Tuesdays and Thursdays, with destination and arrival times dependent upon the number of appointments scheduled for that day. Passenger medical appointment times must be

³¹ Dial-a-Ride is the name of the demand response service. Some counties, like El Dorado County, refer to/title this "Dial-a-Ride" service, therefore we will refer to their program as "Dial-a-Ride."

between 10:00 AM and 2:00 PM. SAC MED pick up and drop off locations in El Dorado County are as follows:

- Placerville Station
- Prospector Plaza Bus Stop on Missouri Flat Road
- Ponderosa Road Park-and-Ride
- Bel Air Shopping Center Bus Shelter in Cameron Park
- El Dorado Hills Park-and-Ride

ALTA CALIFORNIA REGIONAL CENTER (ALTA)

The Alta Regional Center assists persons with developmental disabilities, including infants at risk and their families by providing and securing those services and supports necessary to maximize opportunities and choices. ALTA contracts with public transit, private taxi companies, and the school district to provide transportation for their clients in the Western El Dorado County area. ALTA is the entity that organizes contract transportation with El Dorado Transit for the operation of the M.O.R.E routes (discussed below) and Dial-a-Ride trips to employment opportunities in Rancho Cordova for a group of ALTA clients.

MOTHER LODE REHABILITATION ENTERPRISES, INC. (M.O.R.E.)

M.O.R.E provides a variety of services such as vocational training, job placement, independent living training, community integration support and training, life skills, social/vocational counseling, and behavior management. In addition to its contract with El Dorado Transit for transportation, M.O.R.E. operates a 15-passenger van providing daily transportation to twelve clients residing at Pathways, a group home in Placerville. Transportation is provided between M.O.R.E. and Pathways, to and from shopping, jobs, and/or recreational activities. M.O.R.E client transportation service requires up to seven El Dorado Transit cutaway vans at peak times.

DEPARTMENT HEALTH AND HUMAN SERVICES

El Dorado County Department of Health and Human services funds a number of programs and services that have a transportation component.

SENIOR SHUTTLE PROGRAM

Operated by the El Dorado County Health and Human Services Agency, this program assists adults 60 years and older with grocery shopping trips two to three times each week and monthly outings to Senior Nutrition Dining Centers. Using volunteer drivers, one van is used to transport approximately 40 seniors each month. The Senior Shuttle Program operates in Placerville, Diamonds Springs, and is beginning service in El Dorado Hills.³²

³² Western El Dorado County Short and Long Range Transit Plan (2014) and email from stakeholder on 9/22/2014

MENTAL HEALTH

The Mental Health division of Health and Human Services Mental Health provides transportation assistance to its Full Service Partnership clients.

ADULT PROTECTIVE SERVICES (APS)

The program is supervised by the California Department of Social Services and administered locally by the El Dorado County Health and Human Services Agency. It provides assistance to elderly and dependent adults who are functionally impaired, unable to meet their own needs, and/or who are victims of abuse, neglect, or exploitation. In addition to crisis intervention, other emergency services can be provided such as food, transportation (vouchers for El Dorado Transit), shelter, and referrals.

In addition, several other Health and Human Services programs such as Child Protective Services, Maternal Child Adolescent Health, California Children Services, Public Guardian, and CalWORKs provide transportation assistance.

OTHER SOCIAL SERVICE TRANSPORTATION

SNOWLINE HOSPICE VOLUNTEER SERVICES

Snowline Hospice is a non-profit, community-based organization dedicated to meeting the physical, emotional, and spiritual needs of those who are nearing the end of their life. As part of the program, volunteers often provide transportation for clients to medical appointments.

PLACERVILLE ADVOCACY, VOCATIONAL, AND EDUCATIONAL SERVICES (PAVES)

PAVES provides training in areas of self-help skills, advocacy, community integration, and pre-employment for adults with developmental disabilities. Volunteers provide transportation for clients.

THE GATES RECOVERY FOUNDATION

The Gates Recovery Foundation offers detoxification services, substance abuse counseling, and recovery programs to those individuals who suffer from alcohol or drug addiction. Volunteer transportation is provided.

UNITED CEREBRAL PALSY (UCP) OF GREATER SACRAMENTO

UCP provides adult day programs, transportation, in-home respite, independent living skills instruction, toy lending library, equine assisted therapy, and sports program for people with cerebral palsy and other developmental disabilities. Specialized door-to-door transportation services are provided for clients to educational or vocational programs.

EL DORADO HILLS COMMUNITY VISION COALITION

The mission of the Vision Coalition is to promote activities to keep youth safe, healthy, and free from drugs, alcohol, and tobacco. The Coalition organizes volunteer transportation. The Vision

Coalition is interested in partnering with other agencies, such as the senior center, other non-profits, and human services agencies, to share transportation costs. This organization may also be a good recipient for retired transit vehicles.

MARSHALL MEDICAL CENTER VOLUNTEER DRIVER PROGRAM

In January, 2013, Marshall Medical Center initiated a volunteer driver program to provide transportation for patients of the Cancer Clinic in Cameron Park. Thompson Chevrolet donated a vehicle, which prompted the hospital to start the program. A Marshall Medical Center employee is the volunteer coordinator. This position screens volunteers to ensure they are capable of driving. Screened volunteers are then signed up with a scheduler. Trips are provided to patients from residences to the clinic in Cameron Park. In 2013, 237 passenger trips were provided. Marshall Medical Center also occasionally provides Dial-a-Ride fares as well as gas cards for low income patients.

GROUP HOMES/ASSISTED LIVING FACILITIES/DAY CARE PROGRAMS/NURSING HOMES

A number of facilities in El Dorado County provide transportation for their residents/clients. The following is a list of a few institutions that may offer some type of transportation service(s):³³

- **New West Haven (Assisted Living)** is a residential care facility for the elderly offering residents with assistance with the activities of daily living. The program includes arranging transportation to medical and dental appointments.
- **Eskaton** is a Northern California nonprofit provider of a variety of services and resources for older adults. There are numerous locations throughout California, including three in El Dorado County: two locations in Placerville and one in Cameron Park.
- **Gold Country Retirement Community** is a Retirement Housing Foundation (RHF) community. It is a non-profit company that provides a variety of services and care for seniors.

Important Note: According to an El Dorado County stakeholder, two managed Medi-Cal plans have operated in El Dorado County since November 2013. California Health and Wellness and Anthem Blue Cross have been providing transportation assistance to their eligible beneficiaries for Non-Emergency Medical Transportation.

PRIVATE SERVICES

Several taxicab companies serve Western El Dorado County. Some operate 24-hour service and will take customers to destinations as far as South Lake Tahoe and the Sacramento International Airport. In addition to taxicab companies, there are several limousine companies that serve Western El Dorado County. Taxi companies within the City of Folsom also operate in El Dorado Hills and

³³ This list is not comprehensive.

Cameron Park. The following is a list taxi/cab operators serving Western El Dorado County. This list, which is not comprehensive, was compiled with the help of the internet (i.e. Yelp and Yellow Pages) and El Dorado County employees and residents.

- Extreme Taxi
- Green Valley
- Lightening Taxi
- Gold Rush Taxi
- Spot on Taxi

In addition to traditional taxi services, ridesharing programs like Uber and Lyft, which have emerged in recent years, also have a presence in parts of El Dorado County. A portion of Western El Dorado County's proximity to the Sacramento allow residents in that area to benefit from these types of programs.

In early 2015, Around About Transportation began service. They provide a variety of transportation services, including specialized services for people in wheelchairs and gurneys. The service is coordinated with a Helping Hand Home Care and other individuals.

OTHER

50 CORRIDOR TRANSPORTATION MANAGEMENT ASSOCIATION (TMA)

The TMA promotes commuting alternatives by providing information for ridesharing and placement assistance to employers, individuals, developers, and other interested organizations

SACRAMENTO REGION 511

511 is a phone and web service provides access to information about all modes of travel: traffic conditions for commuters, bus and light rail information for more than 20 transit agencies, paratransit services for the elderly and disabled, ridesharing information, and information on commuting by bike. Telephone service is available in English and Spanish.

Sacramento Region 511 serves El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba Counties. The webpage is <http://www.sacregion511.org/rideshare/>.

INTERREGIONAL TRANSPORTATION SERVICES

Transportation services in previous sections, like El Dorado Transit, also are considered interregional as they travel outside the county.

AMTRAK THRUWAY

Amtrak delivers rail passenger service and some bus services between different cities and towns throughout the U.S. Amtrak Thruway feeder bus service is provided from the Placerville Station

Transit Center to the Sacramento Amtrak station and to Kingsbury Grade at Stateline in Nevada (as part of a longer route between Carson City Nevada and Sacramento). Eastbound, an Amtrak Thruway bus serves Placerville Station and goes to South Lake Tahoe. Passengers can travel along this bus route without the need to purchase a ticket that includes a rail service leg.

GREYHOUND

Greyhound is an intercity bus service serving the United States, with some service to Canada and Mexico. The closet Greyhound Lines stops/stations are in Reno and Sacramento.

4. COORDINATION OF SERVICES

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

- County Transportation Commissions (CTCs)
- Local Transportation Commissions (LTCs)
- Regional Transportation Planning Agencies (RTPAs)
- Metropolitan Planning Organizations (MPOs)

CTSA's present riders with a range of mobility options by coordinating various transportation providers and social service agencies. Coordination with multiple providers enables CTSA's to increase the availability and cost-effectiveness of specialized transportation services, attempt to prevent service duplication, and improve the quality and utilization of services. CTSA's also work to increase public awareness of specialized transportation options.³⁴ 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 vans, and providing information about where all of the existing services are operating and when they operate so agencies can attempt to schedule different types of clients on vehicles that are serving the same destinations.

While most rural counties have a designated CTSA, many CTSA's may not have the capacity to fully carry out tasks associated with coordination often as a result of limited resources (i.e. staff, time, and money) and dealing with the realities of providing services in a rural county.

The CTSA for El Dorado County is the El Dorado County Transit Authority, which is the agency that also provides public transit services to Western El Dorado County.

SUMMARY OF COORDINATION ISSUES RAISED IN THE 2008 PLAN

BARRIERS TO COORDINATION

In 2008, the Coordination Public Transit-Human Services Transportation Plan process found the following barriers to coordination between public transit and social service transportation providers. The details reflect issues and details at that time.

³⁴ Language and information from this section was taken from the 2013 Coordinated Plan Update for the SF Bay Area

- **Resource Constraints**

The following issues related to resource constraints were found as barriers to coordination:

- According to outreach efforts from the last coordinated plan, stakeholders found that the single most significant barrier to increased coordination was identified as the lack of resources (staff, funding, time, and equipment) to pursue coordination.
- Because rural counties often do not have the large number of public and private agencies that can share resources, coordination opportunities can be limited simply by the number of organizations operating within the region.
- Lack of software/technology or incompatibilities with software/technology prevent sharing of scheduling and dispatching, client eligibility data, and reports

- **Rules, Restrictions, Regulations**

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

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

- **Logistics**

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

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

DUPLICATION OF SERVICES

The following is a summary of the duplication of services discussion from the 2008 Coordinated Plan. Stakeholder input and data collected for the transit provider inventory identified some sources of duplication and inefficiencies in El Dorado County.

1. Driver Training: Training is provided by El Dorado Transit as well as other non-profit agencies in the county. However, this training tends to be part of a larger general employee training program developed and administered at the corporate level for the agencies. An interest in developing consolidated training opportunities has been expressed by stakeholders.

2. Coordinating Transportation through Phone Calls: The Senior Day Care program in Placerville is administered by El Dorado County's Human Services department with transportation for clients provided by El Dorado County Transit Authority. Trips can be scheduled by clients by contacting either the transit agency or the Day Care staff. Coordination of this service through the El Dorado Transit call center would free up Senior Day Care staff time and avoid duplication of service.

3. Issues Due to Having Various Sources of Funding for Transportation

Although the Coordinated Plan from 2008 identified two main specific areas of duplication (1 and 2 mentioned above), it also discussed service duplication and inefficiencies due to having various sources of funding:

- Vehicles from different agencies, running the same route at the same time, may offer different services or serve different clients, and thus do not pick up additional riders.
- Transit systems, Medicaid brokers, and volunteer driver programs each operate their own training for drivers.
- Transit systems, county agencies, and other transportation providers have their own in-house maintenance programs for vehicles.
- Transit systems, senior programs, brokers, and other agencies maintain their own call centers for consumers to use to arrange for transportation or for general information.
- Transit systems and human service transportation providers purchase vehicles and equipment separately.
- Each transportation program has its own eligibility requirements. An individual may qualify for more than one type of service but will need to contact several different programs, each having different application and eligibility requirements. For example, some applications accept self-reported disabilities, some require a doctor's verification, and others require an evaluation. One agency may service clients 60 years and older while another defines "senior" as 65 years and older.

CONTEMPORARY [2014] COORDINATION ISSUES

While there is currently a range of transportation services available to people with lower incomes, seniors, and persons with disabilities in the region, gaps in service remain due to geography, limitations in existing transportation services, program/funding constraints, eligibility limitations, and knowledge.

SUCCESSES/PROGRESS IN COORDINATION SINCE 2008

Addressing funding constraints and regulatory challenges and issues is beyond the scope of El Dorado County as funding amounts and regulations are determined by state and federal policies and procedures. El Dorado Transit, the Transportation Commission, and other agencies continue to apply for funds to maintain, improve, and strengthen services.

BARRIERS TO COORDINATION IDENTIFIED BY STAKEHOLDERS AND THE PUBLIC

The barriers identified in the last coordinated plan are issues that El Dorado County still contends with. Regulatory challenges perhaps are the biggest barrier to coordinating and providing transportation services as policies and procedures prohibit cost effective solutions, like resource sharing.

DUPLICATION OF SERVICES

Identifying and addressing duplication of services contributes will allow for better services as resources can be reallocated and gaps can be filled. Specific service related duplications were not identified in this process; however, it appears that regulatory challenges lead to duplication of services because different populations cannot share rides.

5. PROGRESS ON THE 2008 PRIORITY STRATEGIES

This section summarizes the priority strategies identified in the 2008 Coordinated Plan along with brief updates. Section 7 will identify the new priority strategies moving forward from this Coordinated Plan update.

HIGHEST RANKED STRATEGIES AND FIVE YEAR PROGRESS

SUMMARY OF HIGH PRIORITY STRATEGIES IDENTIFIED IN 2008 COORDINATED PLAN

1. Provide sufficient resources to allow for negotiation of interagency agreements, providing for coordinated use of assets, and operating funds

The realization that El Dorado County Transit Authority, the CTSA, does not have sufficient resources to create coordination results led to the recommendation that the CTSA function of the agency needs to be enhanced through dedicated funding for that purpose. Recommendations included adding staff devoted to CTSA activities or contracting CTSA management services from an outside expert source.

2. Provision of contract maintenance through the CTSA

El Dorado Transit could expand its maintenance capability to include service to outside agency vehicles on a fee paying basis. Human service agencies in El Dorado County expressed interest in utilizing the expertise of the El Dorado Transit maintenance staff for serving their vehicles, especially those with wheelchair lifts.

In other counties, CSAAs operate such programs to provide needed services centrally while covering all costs and earning a profit. Client agencies benefit by having their vehicles serviced by expert technicians familiar with the unique maintenance issues of transit vehicles and wheelchair lifts. In addition, maintenance agreements can be written to include the use of a loaner vehicle while the client's vehicle is serviced, thus reducing down time. Some coordinated maintenance programs offer evening and/or weekend service to accommodate social service agencies that provide transportation during the 8:00 AM to 5:00 PM window. Buses can be serviced after hours and returned to the yard before the workday begins.

3. Increase Dial-A-Ride (DAR) service to meet existing and potential future demand

The last coordinated plan identified a need for additional demand response service, especially during weekdays. It was recommended that service could be expanded through El Dorado Transit's role as transit operator in providing direct services and/or through its role as CTSA in coordinating agreements with human service agencies for services to seniors and disabled individuals.

4. Increase days of service to Sacramento for medical and social service appointments in two ways: 1) increase Sac-Med and/or 2) provide travel training for potential passengers to use existing commuter service with connecting transfers in Sacramento

El Dorado County Transit Authority operates Sac-Med, a shared ride, non-emergency medical transportation program for seniors, people with disabilities, and the general public. Service is provided Tuesdays and Thursdays to Sacramento County. There are occasional capacity constraints, forcing clients to reschedule their appointments or find alternate transportation. Service could be expanded by either adding an additional day of service or a second bus on an existing service day.

Providing travel training for potential passengers to use existing commuter service with connecting transfers in Sacramento was also considered as another option/alternative. During the week El Dorado Transit also provides commuter service to downtown Sacramento. By providing travel training that teaches potential passengers how to utilize the commuter service from El Dorado County and Regional Transit in Sacramento to reach their destinations, service could be expanded without the addition of new vehicles.

5. Identify agencies or community leaders to coordinate volunteer programs, including the recruitment, screening, training, and managing of volunteers

Some agencies in rural counties use volunteer drivers to expand mobility options. Programs can use volunteers with private cars to transport clients for non-emergency medical trips, to senior nutrition programs, to veterans' medical centers, or for everyday tasks such as shopping. Some programs utilize accessible vans, donated cars, or retired buses. Sometimes volunteer drivers are reimbursed for mileage. In outlying regions of the county where public transit options are limited, the use of volunteer drivers can be a very efficient, cost-effective way to offer service to seniors and low income or disabled individuals.

This strategy also requires resources and leadership to operate. For example, volunteer driver programs require administrative oversight in order to recruit, screen, train, and coordinate volunteers. There is a need for constant ongoing recruitment as there is usually a high rate of turnover in volunteers. In addition, some volunteer driver programs require insurance programs that provide an additional primary layer of coverage to reduce risk and liability.

6. Expand traditional transit service through reverse commute service, which could be done by adjusting trip times for returning buses from Sacramento to better serve county destinations (e.g. El Dorado Hills and Placerville)

Employment opportunities exist in Placerville and El Dorado Hills; however, commuter service runs from these communities into Sacramento County. By coordinating service, using regular buses

returning from Sacramento and operated by El Dorado County Transit Authority, reverse commute service could be implemented. Scheduling will be a critical factor in order to accommodate the typical 8:00 AM to 5:00 PM workdays of employees. JARC funding could be used for this service.

7. Coordinate arrangements for purchase of capital equipment, including vehicles, to help tap available funding, e.g. FTA Section 5310

The purchase of new or replacement capital equipment, including vehicles, should be coordinated among agencies. El Dorado Transit is the primary vehicle operating agency in the county and also the CTSA. It therefore has two major roles: 1) to purchase vehicles/equipment for its own use and 2) to coordinate the purchase of vehicles/equipment for other agencies through its CTSA role. The latter also means helping agencies prepare Section 5310 or other applications for funding. The transit agency's role in both types of vehicle acquisition would allow for the strategic assessment of vehicle needs for the county.

Implementation of this strategy entails a collaborative approach among local human service transportation providers and public transit to develop a county-based or regional capital improvement program.

Components of a capital improvement program would include:

- Identification and prioritization of transit facilities needing improvement
- Identification and prioritization of bus stops or transit centers needing improvement to enhance their usability such as installation of shelters, benches, curb cuts, etc.
- Modification of bus stops to ensure their accessibility for wheelchair users
- Schedule for replacement of vehicles operated by local non-profit agencies funded with FTA Section 5310 funds
- Development of an expansion plan to increase operators' fleets; identification of applicable fund sources
- Identification and prioritization of other capital equipment, such as computerized scheduling and dispatching program, enhanced telephone or communication systems, or vehicle modifications, needed to meet air quality standards

8. Use older (retired) vehicles for less intense social service agency needs

The original operator of a vehicle is typically the most intense user. However, even after an intense period of use by one agency, the vehicle may still have useful life if operated in a less intense environment. This can be occasional use by the second agency or regular use but for short distances or for limited use each day. An example would be the operation of service only to a noontime senior meal site.

El Dorado County Transit Authority should consider formalizing a vehicle distribution program for its retiring vehicles that might still have useful life for a second agency. Some agencies couple the contribution of a vehicle to another agency with some components of operating costs such as maintenance service or insurance.

PROGRESS IN PRIORITY STRATEGIES AND OTHER RELATED UPDATES UPDATE ON HIGH PRIORITY STRATEGIES

The following is a list of the strategies identified in the 2008 Coordinated Plan and their progress.

- 1. Provide sufficient resources to allow for negotiation of interagency agreements, providing for coordinated use of assets and operating funds**

This is currently being done.

- 2. Provision of contract maintenance through the CTSA**

This strategy has not been addressed. Pursuing this strategy would require additional personnel and space.

- 3. Increase Dial-A-Ride (DAR) service to meet existing and potential future demand**

El Dorado Transit has instituted complementary ADA paratransit service and continues to provide mobility services. In addition, El Dorado Transit and the Transportation Commission have received funding for Fiscal Year 2014-2015 to do a Dial-a-Ride Zone Assessment Study and Implementation Plan. The project will conduct a review, assessment, and evaluation of the current Dial-A-Ride zones in regard to service provision, service equity, fare structure, fare equity, and service coordination with other transit services within the El Dorado Transit service area. The project will also provide suggested alternatives for service enhancements and equity improvements. The completed study will be used to inform a strategic implementation plan that will demonstrate cost benefits and outline a strategy for implementation of suggested system modifications and enhancements.

- 4. Increase days of service to Sacramento for medical and social service appointments in two ways: 1) increase Sac-Med and/or 2) provide travel training for potential passengers to use existing commuter service with connecting transfers in Sacramento**

Increasing Sac-Med service has not been addressed and isn't currently being pursued; however, travel training is available to interested parties through different organizations.

5. Identify agencies or community leaders to coordinate volunteer programs, including the recruitment, screening, training, and managing of volunteers

While this strategy has not been addressed by El Dorado Transit, other agencies in the county do provide transportation through volunteers.

6. Expand traditional transit service through reverse commute service, which could be done by adjusting trip times for returning buses from Sacramento to better serve county destinations (e.g. El Dorado Hills and Placerville)

This strategy has not been addressed because current ridership levels do not support increasing service levels for reverse commute service.

7. Coordinate arrangements for purchase of capital equipment, including vehicles, to help tap available funding, e.g. FTA Section 5310

This is a current practice.

8. Use older (retired) vehicles for less intense social service agency needs³⁵

In August 2014, the Surplus Vehicle Donation Policy was adopted by El Dorado County Transit Authority. The program will donate surplus wheelchair lift-equipped buses and mini-vans owned by El Dorado Transit to local government entities and 501(c)3 non-profit organizations serving Placerville and other areas of the western El Dorado County.

OTHER NOTABLE CHANGES AND UPDATES

The following is a discussion of some changes and updates related to transportation in Western El Dorado County since the last coordinated plan.

El Dorado Hills Taxi Voucher Program

In response to community outreach findings and other studies, El Dorado Transit plans on implementing a taxi voucher program in 2015. The proposed taxi voucher program will provide on-demand, subsidized taxi service within the El Dorado Hills Community Service District area of Western El Dorado County. The service will be provided to eligible senior and disabled residents, as specified by El Dorado Transit, of the El Dorado Hills community. For the purposes of this agreement, a senior is defined as a person age sixty (60) or older. FTA 5310 funds may be requested in the future to support this program.

³⁵ Agenda Item 1 I: August 7, 2014. El Dorado County Transit Authority. Found here: <http://www.eldoradotransit.com/assets/pdf/BOD/080714/1I.pdf>

Proposed Services:

- Taxi services will be available seven (7) days a week between 7 AM and 10 PM.
- Taxi services will be provided within the El Dorado Hills Community Service District.
- Passengers must register one-time with El Dorado Transit to verify eligibility.
- Proposed one-way passenger fare of \$3.00
- Eligible passengers will purchase vouchers to give to the taxi operator for \$3. Vouchers are required or passenger will be required to pay full fare
- Vouchers will be available for purchase at the El Dorado Transit office, by mail, and at various local businesses and community agencies
- Passengers may travel on the taxi beyond the El Dorado Hills Community Service District at the sole expense of the passenger. For example, if a passenger books a taxi ride to Folsom through the El Dorado Transit program, the passenger will be responsible for providing the taxi operator the El Dorado Transit voucher and the actual fare from the El Dorado Hills Community Service District boundary to the destination in Folsom.

Market Assessment and Marketing Plan for the El Dorado County Transit Authority

El Dorado Transit received FTA 5304 funding to complete a market assessment and marketing plan. The project will assess the current El Dorado Transit service areas of coverage and provide opportunities for improvement across all marketing avenues. The project consultant will develop a formal marketing plan that offers strategies and options for enhancing the El Dorado Transit image in the community as well as educating the public and raising awareness about the benefits of transit services offered throughout the county.

Sacramento Area Council of Governments (SACOG): Rural Ridesharing Alternatives Planning Studying³⁶

For Fiscal Year 2014-2015, SACOG received Transit Planning for Rural Communities funding. This project is a planning study of ridesharing alternatives to serve seniors, persons with disabilities, and low-income families living in very rural communities in the western portion of El Dorado, Yolo, Yuba, and Sutter counties, where public transit service is limited or nonexistent and too costly to provide. Successful rural transportation models will be researched and stakeholders and community residents will be involved to detail service gaps, identify locally preferred ridesharing alternatives, assess feasibility and costs, and develop implementation strategies and next steps.

³⁶ Language and information from Caltrans Grant files: Fiscal Year 2014-15 Transit Planning for Rural Communities. http://www.dot.ca.gov/hq/tpp/grant_files/FY_14-15/List_TPRC.pdf

6. SERVICE GAPS AND COORDINATED TRANSPORTATION OPPORTUNITIES

Information in this section was obtained through cooperation and consultation with El Dorado Transit, El Dorado County Transportation Commission, stakeholders from a variety of organizations and agencies, the public, and various documents.

KEY ORIGINS AND DESTINATIONS³⁷

El Dorado County’s geography and location presents challenges and opportunities; the area has both suburban and rural communities, some of which are part of and close to Sacramento’s urban area and some of which are isolated and/or rural. For many rural and sometimes suburban areas, services are not always easily accessible, causing stress to transportation disadvantaged individuals.

While many of the key destinations are in Placerville because of its status as the county seat, the communities of El Dorado Hills and Cameron Park, which are both population and employment centers, are also experiencing greater demand for transportation within and outside of these communities. Many El Dorado County residents also access job opportunities and other services outside the county, particularly in Sacramento County.

Activity centers in Western El Dorado County, which generate transit demand, can be categorized as health services, services for the elderly, services for individuals with disabilities, employment centers, and services for low income individuals and families. Table 3, which was developed with the help of the 2014 Short and Long Range Transit Plan and the 2008 Coordinated Transportation Plan, lists many of the major activity centers for transit dependent groups; this list is not comprehensive.

TABLE 3 MAJOR ACTIVITY CENTERS/DESTINATIONS

Location	Community	Type
Folsom Lake College	Folsom	Education
Blue Shield	El Dorado Hills	Employment
DST Output	El Dorado Hills	Employment
El Dorado Hills Business Park	El Dorado Hills	Employment
El Dorado County Government Center	Placerville	Employment
Choices for Children	Cameron Park	Social Services
Alcoholics Anonymous	Cameron Park, Coloma, Diamond Springs, El Dorado, El Dorado Hills, Garden Valley,	Social Services

³⁷ The information from this section is from El Dorado County’s Human Coordinated Public Transit Human Services Transportation Plan from 2008 and the 2014 Short and Long Range Transit Plan for El Dorado County.

Location	Community	Type
	Georgetown, Placerville, Pollock Pines, Shingle Springs, Somerset	
Progress House	Camino, Garden Valley, Placerville	Social Services
Divide Seniors	Georgetown, Placerville	Social Services
Community Center	Greenwood	Social Services (senior nutrition site)
Various El Dorado County Health and Human Services Departments (i.e. Veterans, Food Bank, Child Support, Community Services, etc.)	Placerville, Diamond Springs	Social Services
Mother Lode Rehabilitation Enterprises (M.O.R.E.)	Placerville	Social Services
Alta California Regional Center	Placerville	Social Services
California Department of Rehabilitation	Placerville	Social Services
Central Sierra Regional Occupation Program (CSROP)	Placerville	Social Services
Choices Transitional Services	Placerville	Social Services
New Morning Youth and Family Services	Placerville	Social Services
Women, Infant, and Children's services (WIC)	Placerville	Social Services
Marshall Family Medicine	Cameron Park	Medical
El Dorado County Mental Health Division Outpatient Clinic	Diamond Springs	Medical
MDSTAT Urgent Care	El Dorado Hills	Medical
Divide Wellness Center	Georgetown	Medical
UC Davis Medical Center/Medical Facilities	Sacramento	Medical
Shingle Springs Tribal Health	Shingle Springs	Medical
Mother Lode Lion's Club	Diamond Springs	Recreation/Programming
El Dorado Hills Senior/Teen Center	El Dorado Hills	Recreation/Programming
Buckner Hall	Georgetown	Recreation/Programming/ Community Events
Three Forks Grange Hall	Mt. Aukum	Community Events

Location	Community	Type
Placerville Senior Center	Placerville	Recreation/Programming
Senior Center	Pollock Pines, Shingle Springs	Recreation/Programming
Pioneer Park Community Center	Somerset	Recreation/Programming
Prospector’s Plaza/K-Mart	Placerville	Retail
Wal-Mart	Placerville	Retail
Main Street	Old Town Placerville	Retail
Safeway	Pollock Pines	Retail
Big Brothers Big Sisters	Placerville, Pollock Pines	Social Services/Recreation
Boys and Girls Club	Placerville, Pollock Pines	Social/Human Services/Recreation

EVALUATION CRITERIA

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

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.³⁸ Regional/local planning agencies are responsible for defining both “unmet transit needs” and “needs that are reasonable to meet.” These definitions are used by local Social Services Technical Advisory Councils (SSTACs) in recommending transportation services to the local transportation commission. The following passages are portions of definitions adopted by the El Dorado County Transportation Commission on unmet needs:

Unmet Transit Need: An unmet transit need is an expressed or identified need, which is not currently being met through the existing system of public transportation services.

Reasonable to Meet: Unmet transit needs may be found to be “reasonable to meet” if all of the following conditions prevail:

- 1) Service, which if implemented or funded, would result in the responsible service meeting the farebox recovery requirement specified in California Code of Regulations Sections 6633.2 and 6633.5 and Public Utilities Code 99268.2, 99268.3, 99268.4, and 99268.5.

³⁸ Because El Dorado Transit uses all TDA funds for transit, an unmet needs process is not required but is held to improve services.

- 2) Notwithstanding Criterion 1) above, an exemption to the required farebox recovery requirement is available to the claimant for extension of public transportation services, as defined by California Code of Regulations Section 6633.8, and Public Utilities Code 99268.8.
- 3) Service, which if implemented or funded, would not cause the responsible operator to incur expenditures in excess of the maximum amount of Local Transportation Funds, State Transit Assistance Funds, Federal Transit Administration Funds, and fare revenues and local support, as defined by Sections 6611.2 and 6611.3 of the California Administrative Code, which may be available to the claimant.
- 4) Community support exists for the public subsidy of transit services designed to address the unmet transit need, including but not limited to, support from community groups, community leaders, and community meetings reflecting a commitment to public transit.
- 5) The need should be in conformance with the goals included in the Regional Transportation Plan.
- 6) The need is consistent with the intent of the goals of the adopted Short and Long Range Transit Plan for the applicable jurisdiction.³⁹

GAPS, CHALLENGES, AND COORDINATED TRANSPORTATION OPPORTUNITIES

This section will give an overview of gaps in service and coordinated transportation opportunities; the findings are from the 2008 Coordinated Plan, the SACOG Coordinated Update Plan from October 2014, information collected through outreach for the 2014 Coordinated Plan Update, meeting minutes, and various other documents. Comments and issues from the outreach process for the Plan update and other sources were consolidated and organized into themes. They are discussed below.

Non-Emergency Medical Transportation

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

- Those needing to reach medical facilities in another city or county can encounter difficulties trying to cross geographic boundaries, especially where eligibility requirements differ.
- Most demand-responsive services require advance reservations, making it difficult to reach a doctor for a same-day appointment because of an illness or emergency.

³⁹ Language and information from this section was taken from the El Dorado County Transportation Commission's Transportation Development Act Guidelines from June 2014, found here, http://www.edctc.org/A/AgendaITEMS/2014/06-19-14/4F_TDA3_DA_Guidelines_C.pdf

- It is hard to predict how long a medical appointment will last, so it is difficult to schedule a timely pick-up.
- Waits for pick-up can be long and generally difficult for someone in fragile health.
- Transit agency demand-responsive programs, which are all curb-to-curb, require clients to wait outside for a pick-up, and if they are late, it can be a particular hardship for someone who is frail or ill, especially in hot, cold, or wet weather.
- Some people are too frail to utilize curb-to-curb service and require greater assistance to and from the vehicle.
- Seniors with dementia can be too confused to successfully reach an appointment without an escort
- Van transportation itself can exacerbate certain medical conditions.
- Demand for demand-responsive services especially by dialysis clients keeps growing, decreasing capacity for other users.
- Schedules are not always coordinated between agencies on route connections to reach medical centers.

According to the 2014 SACOG Coordinated Plan Update, in some cases those able to access the initial route in their home community have good intercity travel options with agencies providing direct service without transfers or waiting. Also, depending on place of origin, travel options from El Dorado to Folsom Kaiser and Folsom Lake College are good. However, outside of Tuesdays and Thursdays when SAC-MED is available, depending on the time of day, traveling from El Dorado County to Mercy Folsom can take up to 3 hours and up to two transfers, with a potential hour wait for the transfer.

Demand-Responsive Service (Dial-a-Ride)

Stakeholders identified the following as issues with Dial-a-Ride systems region wide that inhibit mobility:

- Requirements for advance scheduling
- Insufficient service in terms of hours, capacity, and geographic areas served
- Long waits for pick-ups
- Difficulty of intercity connections
- Curb-to-curb service that is insufficient for those who need additional help to/from the vehicle or to carry packages.
- Many people live outside the Dial-a-Ride boundary, making them ineligible for service.
- Dial-a-Ride subscription service is full with a waiting list, making it hard for working people to rely on the service as it is first-come, first-served for those without a subscription.

Fixed-Route Transit

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

- Insufficient service, especially midday, evenings, weekends, holidays, and in more rural areas
- Lack of fixed-route transit near where people live as well as their destinations
- Ride times that are long, especially if there is a need to transfer
- Bus stops that are far from destinations and/or have poor physical access
- Costs: including costs of transfers and dealing with fare increases
- Drivers not following rules concerning riders who are seniors or have disabilities
- Insufficient transit information reaching the public.
- Lack of system integration across the geographic boundaries of providers, resulting in poor timing and schedule coordination, difficulty for riders to connect for intercity travel, and/or requiring multiple transfers.

Other Issues/Comments

- **Taxi service** is expensive.
- There are no supplementary **volunteer programs**
- **Knowledge gap** of a variety of services and resources: some people are not fully informed about existing services, contributing to perceived unmet needs and issues
- **Accessing services, especially social services:** Seniors, people with disabilities, students, and low income people need access to a variety of services (i.e. medical, education, and social services). Accessing services is difficult due to various reasons, particularly lack of transportation. There are challenges related to scheduling and lack of service to some of these destinations

REASONABLE TO MEET

The following coordinated transportation opportunities, service gaps, and challenges have been deemed reasonable to meet, within the context of this Coordinated Plan. It is anticipated that El Dorado County and other agencies may have the capacity to address these issues prior to the next coordinated plan update. Some of the strategies to meet these coordinated transportation opportunities do not have to be resource intensive but can be done within existing systems using existing resources creatively.

Knowledge Gap: It common for a number of stakeholders and/or members of the public to be uninformed or not fully educated about existing transportation services. This proves to be a barrier to mobility and contributes to perceived challenges. Because El Dorado Transit commissioned a marketing assessment and plan in 2014, it can possibly implement strategies and findings that are not resource intensive in the next few years. It can also apply for additional funding to implement strategies and ideas from the marketing assessment.

Route modifications: Seniors, people with disabilities, students, and low income people need access to a variety of services and opportunities (i.e. food banks, social service agencies, and medical and educational institutions). Accessing services can be difficult because of scheduling and lack of service to some of these destinations. It may be within of the capacity of El Dorado Transit or another transit provider to slightly modify routes to agencies and organizations if an existing route already goes near an important destination. Modifications can be coordinated to occur on specific days of the month to allow for consistent access to social services like food banks and court dates.

Taxi/ridesharing services: Many transportation services run on limited schedules, therefore it may be in El Dorado County’s interest to work more with taxi and ridesharing services to address transportation needs outside of operating schedules.

Dial-a-Ride: Frustrations and complaints about Dial-a-Ride service were noted. El Dorado Transit received funding for a Dial-A-Ride Zone Assessment Study and Implementation Plan, therefore it will have the capacity to make changes and improvements to the service.

Non-emergency medical transportation (NEMT): El Dorado County’s proximity to a major metropolitan area (Sacramento) puts it at an advantage to help many transit dependent individuals have better access to medical services and assistance for transportation outside of transportation service operating hours. Some communities in El Dorado County are served by programs such as Uber, Lyft, and commuter programs. Perhaps work can be done to address NEMT needs through better coordination and use of these resources.

UNREASONABLE TO MEET

Below is the list of coordinated transportation opportunities that were identified during the public outreach and survey processes that were not considered reasonable to meet at this time.

Infrastructure: There was support for infrastructure projects, sidewalks improvements/creation, and pedestrian and bicycle paths that could increase mobility and accessibility to destinations or bus stops. While this issue is important, this will require significant resources to plan and implement. It is recommended that this issue be considered for future planning projects.

Service Frequency: There was strong support for more frequent service during hours of operation as well as additional service afterhours service and on the weekends. While this is a critical need for riders, it may not be feasible to implement these services anytime soon. It is recommended that transportation providers evaluate existing service offerings and make modifications to increase passengers and address rider needs. Operating only during business hours may not be effective or productive.

7. IDENTIFICATION OF PRIORITY STRATEGIES AND PROJECTS

EVALUATION CRITERIA⁴⁰

Three main themes and a series of questions related to those themes were taken into consideration when developing a list of strategies that would address coordinated transportation opportunities and issues in the community. This criteria was used to process, analyze, and interpret data collected from surveys, public outreach, and conversations with stakeholders.

1) Does the strategy address transportation gaps or barriers?

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

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

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

This question also brought up additional concerns for consideration.

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

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

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

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

⁴⁰ The Humboldt County Coordinated Update of 2013 helped shape this section and methodology.

IDENTIFICATION OF STRATEGIES

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

TABLE 4: REASONABLE TO MEET COORDINATED TRANSPORTATION OPPORTUNITIES

Transit Need	Area	Notes
Knowledge gap	Marketing/Outreach/Education	Low cost/no cost strategies should be implemented to increase the public’s knowledge of services and confidence in taking services. Use results from 2014 Marketing Assessment.
Route modifications	Service Related	This should be done within existing capacity and resources. Trips could be coordinated on designated dates to help people access social services to places like the food bank, county offices, grocery stores, etc.
Taxi/ridesharing services	Service Related	Leverage existing opportunities and resources to increase mobility
Dial-a-Ride	Service Related	Implement results from upcoming Dial-a-Ride Zone Assessment Study
Non-emergency medical transportation	Service Related	Leverage existing opportunities and resources to increase mobility and address this issue

PRIORITY STRATEGIES

The following table lists the priority strategies created from the outcomes of the update of this plan. These strategies are meant to improve coordination and address transportation needs.

TABLE 5 EL DORADO COUNTY PRIORITY STRATEGIES

Strategy 1	Maintain, evaluate, and strengthen transportation service(s)
Strategy 2	Multi-organizational approach to solutions
Strategy 3	Implement strategies from marketing plan and assessment
Strategy 4	Route modifications
Strategy 5	Implement strategies from Dial-a-Ride Zone Assessment and Study
Strategy 6	Establish a Mobility Management staff position
Strategy 7	Work with taxi/ridesharing/carpooling programs to come up with solutions

8. IMPLEMENTATION PLAN FOR PRIORITY STRATEGIES⁴¹

This section provides and discusses the seven high priority strategies identified for Western El Dorado County. It is important to note that the details provided for each strategy are conceptual and further discussion and planning are required before moving forward with any of the strategies. Other considerations include funding restrictions and availability, administrative capability/organizational capacity, strategy sponsor(s), and timeframe.

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

While there are transportation needs that are not being met, existing services are a lifeline for some people. In this time of decreasing budgets and increasing competition for federal and local grant funding, it is important to first and foremost protect and improve existing levels of service from decreased funding. Before attempting to increase or expand service to other areas, El Dorado County transit providers should be sure that funds exist for the forecasted future to maintain the current level of services provided.

In addition to maintaining and sustaining existing services, it is also important to evaluate services to make sure they are as efficient and productive as they can be given the conditions related to operating transit services in the county. Evaluating transportation services will allow for service modifications and other solutions that would maximize resources and improve mobility.

Resources are crucial for maintaining and delivering services. Support is needed for capital equipment, including resources to maintain, repair, and/or purchase new equipment, vehicles, and transit infrastructure as well as support for staff/consultant salaries, monitoring and evaluation, grant writing, resources for office spaces, route modifications, and other support related to providing services. This strategy also calls for the purchase of new or replacement vehicles for different agencies to provide various transportation services, the development of bus stops with shelter from the elements, and the development of accessible features at existing bus stops.

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

Strategy 2: Multi-organizational approach to solutions

Some stakeholders mentioned communication as one of the barriers to coordination as well as difficulty accessing important information about transportation services from a central location. This strategy calls for establishing and continuing communication and collaboration between various stakeholders (i.e. community development, health and human services, educational institutions, non-profits, private businesses, and other government agencies) inside and outside the county to come

⁴¹ Language, information, and guidance for this section was taken from the 2014 SACOG and 2013 Humboldt County Coordinated Plan Updates

up with solutions to transportation 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 list serv, holding a meeting once or twice a year, inviting each other to existing meetings to inform others about resources, and establish opportunities for coordination. Another recommendation is for transit staff to do more outreach to other stakeholders as there appear to be communication and knowledge gaps between different groups and the services they provide.

Some stakeholders in El Dorado County mentioned that there is little to no public participation when public outreach and events are organized. This strategy encourages continued and increased efforts by transit planners/coordinators/managers to work with community based organizations directly to get the word out about events and to solicit feedback about different issues and projects. If the general public cannot attend meetings, stakeholders from community based organizations and other agencies who work with the public regularly can provide valuable input as they maybe more familiar with the issues members of the public/their clients may face.

This strategy requires a leader (individual(s) and/or organization(s)) to coordinate meetings, manage contact lists, and communicate with stakeholders. Having an agency or mobility management staff position be a central coordinator and leader could improve coordination and transportation services. Another recommendation for this strategy is increased support (i.e. financial and staff) for a position in an existing agency to strengthen its capacity as a transit provider and coordinator/mobility manager. In addition, the individual or agency in charge of this endeavor will have to actively engage in outreach to make the initiative meaningful. This strategy can also be folded into the mobility management position (Strategy 6).

Strategy 3: Implement strategies from marketing plan and assessment

Since a marketing plan and assessment was in the process of being prepared in 2014, this strategy calls for its implementation. The degree of implementation will depend on the number of resources available. This implementation has the potential to improve transit service and increase ridership. Marketing and outreach can take shape through improved communication between various stakeholders. Gaps in knowledge about services lead to perceived transportation needs, which can be a barrier to mobility.

Strategy 4: Route modifications

If possible, include stops at social service agencies within close distance of existing bus routes to help transit dependent populations have better accessibility. This strategy, which is connected to other strategies, also calls for routine route evaluations and needs assessments in collaboration with various stakeholders and members of the public to help improve services.

One important resource to look at is SACOG's 2011 "Outreach and Analysis of Transit Dependent Needs in the Region" report. The report examines the public transportation needs of low-income, transit dependent populations. According to the report, SACOG worked with regional transit operators, the Community Services Planning Council, Capitol Community Health Network, county

information and referral services, service providers, program clients, environmental justice focus group participants, and community members throughout the region to identify essential destinations (also referred to as “lifeline” destinations) for transit dependent populations. These “lifeline” destinations included:

- Medical facilities, including hospitals and clinics serving low-income patients
- Homeless services
- Food banks and meal programs
- Public assistance program offices such as WIC, CalWORKS, food stamps, Medi-Cal, Social Security Administration, and Veterans Administration
- Community-based veteran, disability, mental health and social/human service agencies
- Other key public offices, like courts, parole, libraries, and post offices
- Adult education, rehabilitation, job training, and employment services
- Large subsidized day care centers
- Public schools, colleges, universities, and community colleges⁴²

Strategy 5: Implement strategies from Dial-a-Ride zone assessment and study

Create a work plan to make changes and improvements based on results from this project when it is complete. Support will be needed to implement this project.

Strategy 6: Establish a Mobility Management staff position

The implementation of a Mobility Management or Transit Specialist position has the potential to address multiple transit needs and improve mobility. This position, which should be housed in an existing agency, could coordinate existing services, maximize current transportation resources, work with various stakeholders and update them on various issues, and provide potential riders with a comprehensive set of service and schedule information. This position can be full or part time.

This strategy would allow for a staff position to just focus on coordination, which could lead to more efficient, cost effective solutions to address transit needs and gaps. The following are a number of proposed tasks for this position:

- Increase efficiency of existing transportation services through evaluative methods
- Provide marketing and outreach through printed information, a website, telephone, and in person
- Provide trip planning and travel navigation assistance
- Oversight and implementation of a transportation voucher program
- Provide vehicles and drivers for scheduling of special group transportation
- Coordinate transportation activities with different organizations and agencies
- Coordinate a volunteer driver program

⁴² Language and information was taken from SACOG’s “Lifeline Transit Study.” Found here: <http://www.sacog.org/transit/lifelinetransitstudy.cfm>

- Participate in and assist to convene coordination meetings/workshops
- Oversee a senior driver safety training program

Strategy 7: Work with taxi/ridesharing programs to come up with solutions

This strategy addresses mobility issues in a relatively more cost effective manner than fixed route service. Some communities in El Dorado County are served by ridesharing programs, like Uber and Lyft, Sacramento commuter programs, and other taxi services. Perhaps work can be done to use these resources to address NEMT and other needs. Other opportunities include better coordination and better use of resources to address these needs.

EL DORADO TRANSIT CAPITAL AND OPERATING PROJECTS

The following projects and information complement the strategies discussed previously and are necessary in maintaining, delivering, and sustaining transportation services:

Dial-A-Ride (beyond ADA requirements)

- Vehicle procurement
- Mobile radio (communications equipment)
- Base radio equipment
- Operating expenses
- ITS equipment and software to assist in the delivery and operations of DAR services

ADA Complementary Paratransit

- Vehicle procurement
- Mobile radio equipment
- Base radio equipment
- Operating expenses
- ITS equipment and software to assist in the delivery and operations of ADA paratransit services

Taxi Programs (as sub-recipient)

- Vehicle procurement (accessible vehicles)
- Operating expenses

Mobility Management/Alternative Transportation Support

- Administrative expenses supporting services beyond ADA requirements (service coordination)
- Vehicle procurement assistance for volunteer driver programs supporting transit accessibility beyond ADA requirements

Capital Projects

- Installation of passenger amenities such as benches, shelters, and signage to improve access to the fixed route bus system

SUMMARY AND NEXT STEPS

This Coordinated Public Transit and Human Services Transportation Plan was produced to meet the requirements for MAP-21 and provide data, information, and recommendations to local governments, service providers, community-based organizations, advocates, community residents, and other stakeholders to address the transportation needs for the area's seniors, people with disabilities, and low income individuals. Additional resources and information regarding topics discussed in and relevant to this plan are listed in Appendix C.

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 MATERIALS

FIGURE 3 COPY OF THE PUBLIC MEETING FLYER

You're Invited...

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

Voice your opinion!

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



Date	Wednesday, September 24, 2014
Time	10:00am-11:30am
Location	El Dorado County Transportation Commission 2828 Easy Street, Suite 1 Placerville, CA 95667

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

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

Please contact Robin Van Valkenburgh 530-642-5383 or rvanvalkenburgh@eldoradotransit.com in advance if you need transportation to the workshop, need language interpretation, and/or other assistance for the meeting. Best efforts will be made to accommodate you.

Can't Make It?



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

TOLL FREE NUMBER
844-462-9040



Email Comments
coordplan14@pacific.edu

Online Survey
Give input online through our survey:

<https://www.surveymonkey.com/s/eldoradocp14>



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

**All Comments due:
Friday, 10/3/2014**

FIGURE 4 PUBLIC AND STAKEHOLDER SURVEY SUMMARY DATA

**Coordinated Public Transit-Human Services Transportation Plan
 Public Survey: El Dorado County
 51 Respondents**

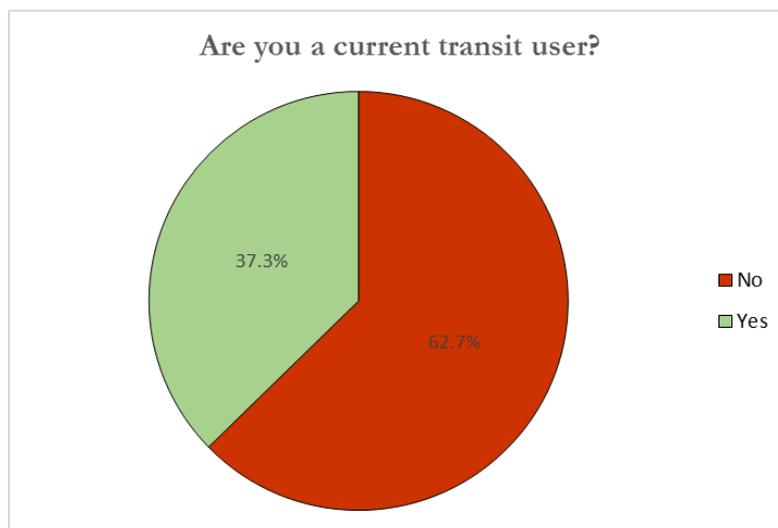
Location and Transit Use

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

Zip Code	Location	Count	%
95667	Placerville, Ca	20	39.2%
95762	El Dorado Hills, Ca	9	17.6%
95619	Diamond Springs, Ca	4	7.8%
95682	Shingle Springs, Ca	3	5.9%
95684	Somerset, Ca	3	5.9%
99999	homeless/ not available/user error	2	3.9%
95623	El Dorado, Ca	2	3.9%
95628	Fair Oaks, Ca	2	3.9%
95726	Pollock Pines, Ca	2	3.9%
95630	Folsom, Ca	1	2.0%
95672	Rescue, Ca	1	2.0%
95709	Camino, Ca	1	2.0%
96150	South Lake Tahoe, Ca	1	2.0%

51 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)



51 Responses (Yes 19, No 32)

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	29	90.6%
No transportation service where I live	9	28.1%
Doesn't go where I need to go	7	21.9%
Takes too long	5	15.6%
Don't know the routes/where it goes	2	6.3%
Doesn't run often enough	2	6.3%
Unreliable service(s)	1	3.1%
Physical disabilities/mobility issues make it hard	1	3.1%
Other (please specify)	1	3.1%
I don't feel safe	0	0.0%
Too expensive	0	0.0%

Comments from Other:

- Public transportation does not come to my community

32 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:** Most people who answered this question mentioned they would take transit if their vehicle broke down or no longer had access to their vehicle
- **Lower Cost:** If services cost less
- **More options:** would take transit if there were more services, routes, etc.
- **Scheduling:** One person mentioned having he/she would take transit if the schedule was better
- **Disability Accommodation:** Some said that they would use the services if their disability would be accommodated
- **Service Related:** more routes and hours, service in/to outlying areas, easier transfers, served where people live/where they need to go,
- **Other:** if bus routes didn't take a long time/if routes didn't take so long; if services were more convenient

23 Responses

Transit Use Patterns

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

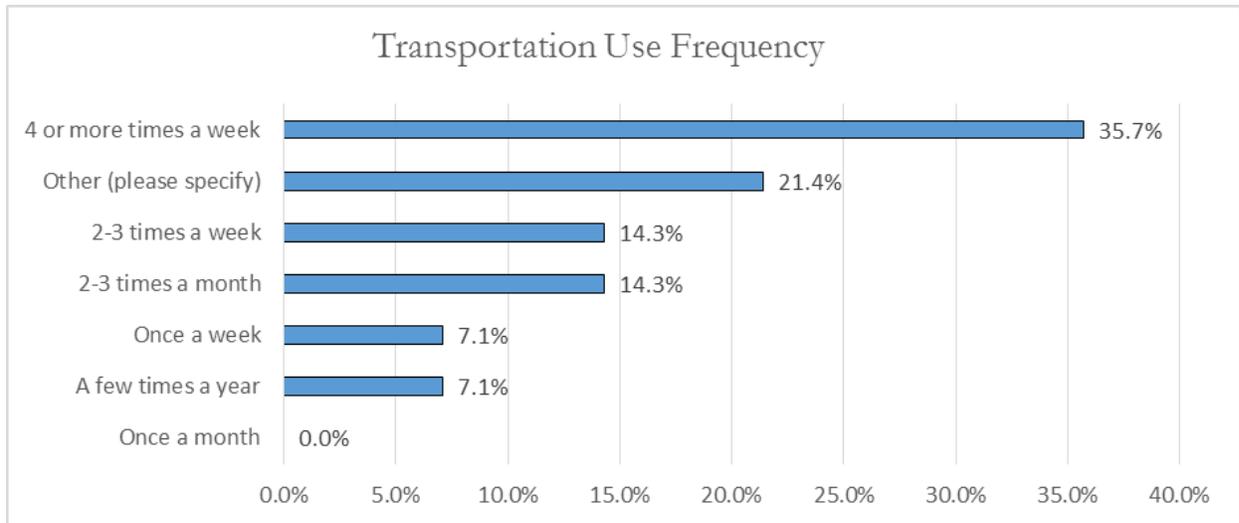
Answer Options	Percent	Count
Public bus/van service (flex/fixed route)	64.3%	9
Other (please specify)	21.4%	3
Dial-a-Ride (DAR)	14.3%	2
Private (i.e. taxi)	14.3%	2
Non-profit (i.e. health clinic, church, senior center van/bus)	7.1%	1
I don't use transit services in my county but use	7.1%	1

Comments from Other:

- I refer families to use them with my work for EDCOE
- sac_med

14 Responses

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



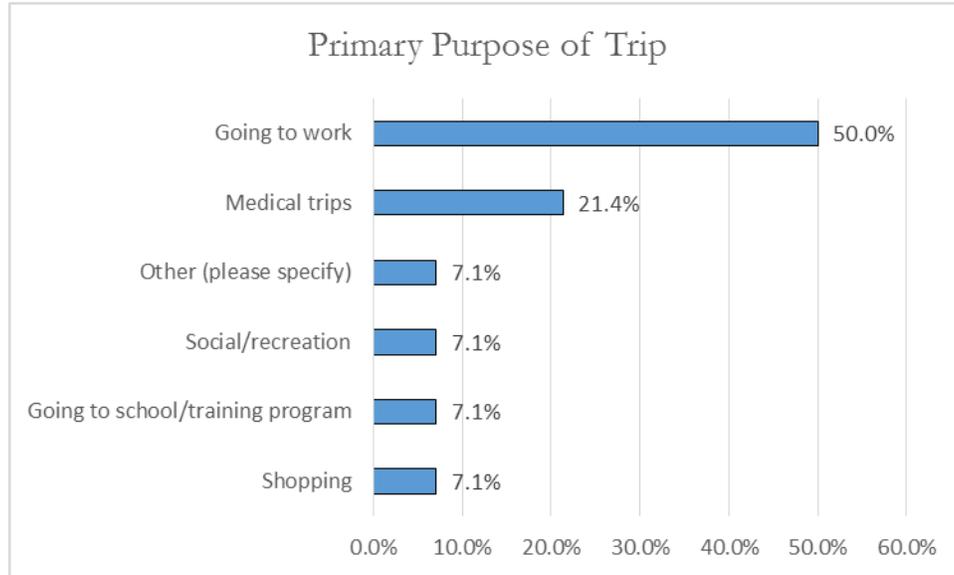
Comments from Other:

- None
- I refer families to use them with my work often (3 times a month)
- Use the 4 times a week in Sac. County but I live here.

14 Responses

Trip Purpose

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

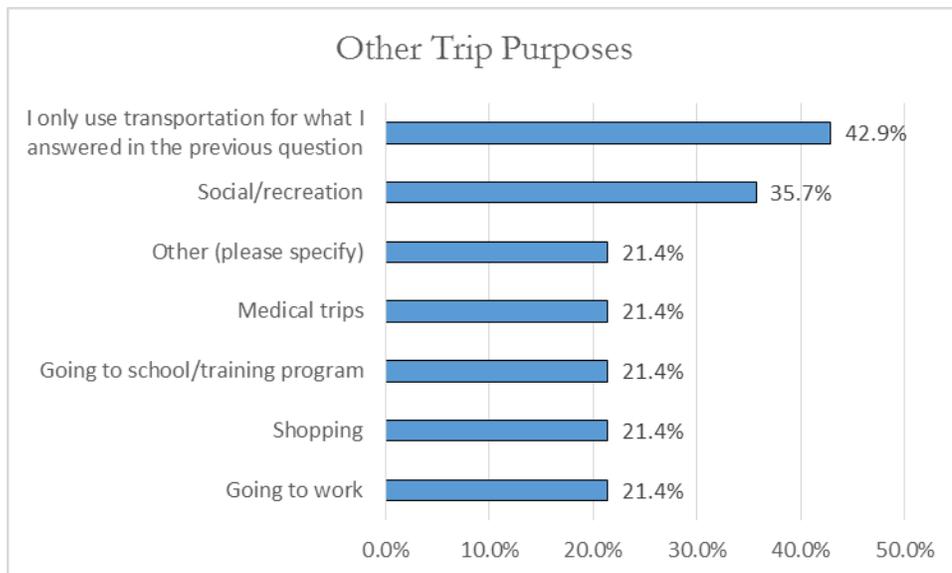


Comments from Other:

- The families I refer use them for all of the above purposes

14 Responses

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



Comments from Other:

- Social Services
- The families I refer use them for all of the above purposes
- Home/hospital visitation for PMSG

14 Responses

Transit Improvement

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

Answer Options	Not Important	Somewhat Unimportant	Neither important or unimportant	Somewhat Important	Very Important	Rating Average	Response Count
<i>Service to major cities</i>	3	0	1	10	24	4.37	38
<i>Service between different counties</i>	2	2	5	12	18	4.08	39
<i>Service area within my county</i>	1	0	0	10	28	4.64	39
<i>More frequent service</i>	1	1	1	7	29	4.59	39
<i>Later evening service</i>	1	5	5	8	20	4.05	39
<i>Earlier trips in the morning</i>	0	6	7	6	19	4.00	38
<i>Weekend service</i>	4	5	4	10	15	3.71	38
<i>On-time performance</i>	0	2	2	7	26	4.54	37
<i>Access to transit information</i>	2	0	2	11	24	4.41	39
<i>Faster Service to my destination</i>	0	1	8	14	14	4.11	37

Comments from Other:

- County employee passes for a reduced fee
- A bus service in El Dorado Hills
- Wifi on the bus
- Special rides for elderly/seniors
- Midday service from EDC to Sac for medical appointments for commuters

41 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.

- **Disability access:** More access for the disabled
- **Service Accessibility**
 - At this time I live in an outlying area and I'm not aware of any transit stops that are nearby. If I were unable to drive, public transit would not be an option based on my current home
 - a few people discussed difficulty accessing services because lack of bus stops close to where they lives/need to go
 - access to safe bus stops (that families can walk to safely)
 - long walk to transit stops
- **Service frequency:** more routes and services during the day

- **Medical transportation:**
 - limited service to Sacramento for medical appointments
 - I work in healthcare and know it is difficult for patients to have transit available for late afternoon appointments (sometimes only appointments available) as they can't take transit home,
 - Request for convenient out of town service, especially for medical purposes
 - service to medical facilities in the Folsom area

- **Out of town:**
 - More options for commuters, especially routes to and from Sacramento. Also need options/service to Rancho and Elk Grove
 - later buses leaving downtown Sacramento would be great
 - Need More frequent commuter busses leaving downtown Sacramento. There is bus that picks up before 4 pm near O and 13 and the next bus is 40 mins later with 4 busses going thru that area within 10 mins of each other. Why is there a 40 min gap and then 4 busses?
 - lack of a route near my home in Fair Oaks and office in El Dorado Hills. I have to bicycle to/from the bus at both end of my commute. I have to bicycle to/from the bus at both end of my commute

- **Service related:**
 - More service during the day and on weekends
 - More information provided
 - very limited service
 - constant changes to the transportation to Sacramento or Reno
 - Dial-a-Ride was/is difficult to set up
 - service to/from the Divide
 - less wait time in between buses
 - a few people mentioned lack of evening/after hours services
 - need for more daytime services

- **Other comments:**
 - There is no bus to the transit center at Town Center from the other side of town. If we had a car to get across town, we could use it to drive all the way to school. Also, the connector to the Sac Light Rail does not allow students who use it to arrive to school between 8 and 9 (and they are not going to catch a 6am bus for a 9am class)

-I checked all of the services VERY IMPORTANT because if El Dorado County Transit want to be part of the economic growth of our county they need to provide ALL of these SERVICES.

These services assist Citizens to WORK, SCHOOL, TAKING CHILDREN TO DAYCARE, MEDICAL VISITS and the chance if given by our Transit System to go to Folsom or Sacramento areas. Our Transit system leaves much to be desired and in my opinion rural itself.

Bi-Lingual Materials are also a MUST. By Telephone and Paper

24 Responses

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

Service expansion:

- More service: more routes/buses would increase users that currently do not use
- taxi vouchers
- pairing with the other transportation businesses in the area
- possible contracts with companies that provide transportation for longer routes
- service to the Divide
- expand services to currently non-served areas to assist patients in obtaining needed healthcare
- additional buses/vans
- Maybe to South Lake Tahoe on weekends. Or to more recreational sites. I'm thinking it would be used for weekend trips within our area
- Add a local, less expensive route between Fair Oaks, Folsom, and El Dorado Hills.

Service frequency:

- More daytime routes
- weekend and evening hours
- more frequent trips, especially in the morning and late afternoon

Service modifications:

- More buses
- extending service days and times
- spread out the times of the 4 buses
-

Weekend service:

- need for weekend service was common among respondents

Other Comments:

-I think it is extremely difficult to make PT viable in an area with low density housing. Realistically, it is too expensive to operate the kinds of urban transit systems we may know of in a dispersed community. Probably the greatest benefit transit can provide at this time is connection to logical commuter stations to decrease traffic on major freeways

-I think the taxi service for ED is extremely important. It would help if you could work with Folsom to extend service to Folsom - their too far Kaiser, shopping errands all the benefits

-Contract arrangements with “certified” private transportation companies

-more funding results in more buses, drivers, etc.

18 Responses

Background Information

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

Status	%	Count
Employed	80.5%	33
Retired	14.6%	6
Other (please specify)	4.9%	2
Student	2.4%	1
Homemaker	2.4%	1
Unemployed	0.0%	0

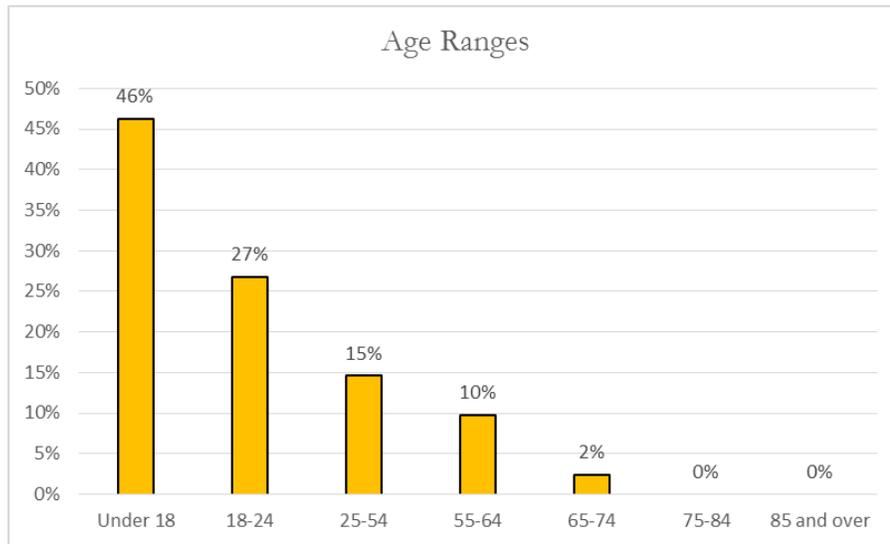
Note: Categories overlap. For example, an individual can be retired and disabled.

Comments from Other:

- Lack of reliable transportation to get to Sacramento and senior member of family who no longer drives
- Social Security Disability

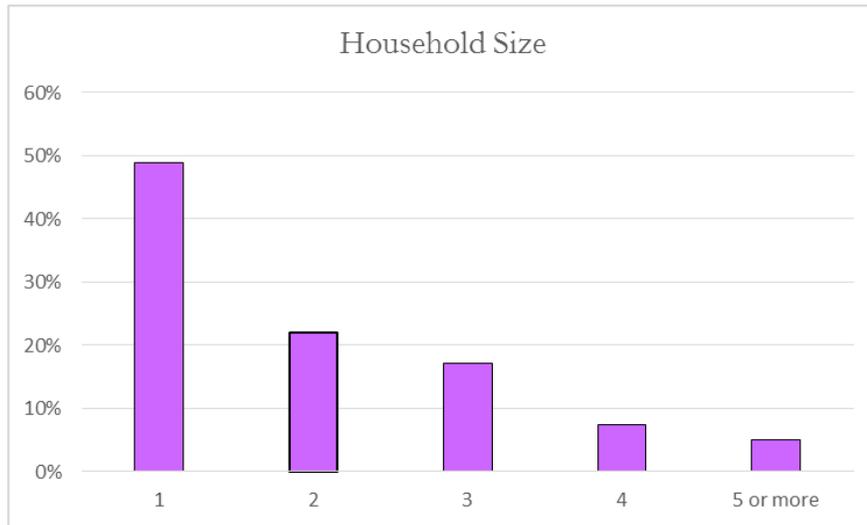
41 Responses

13. What is your age range?



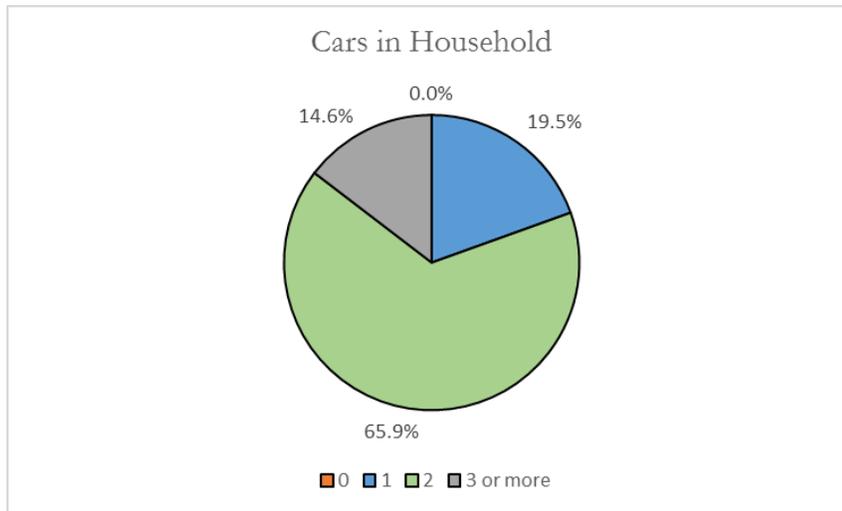
41 Responses

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



41 Responses

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



41 Responses

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

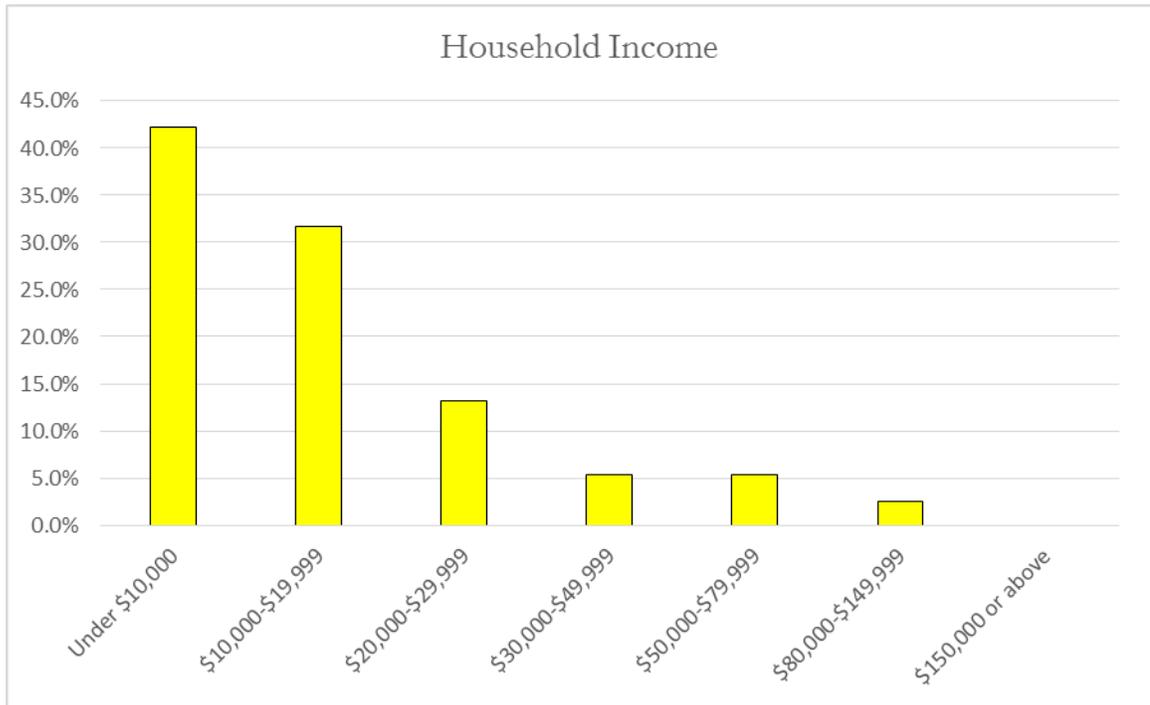
Answer Options	%	Count
<i>I do not have a disability</i>	84.2%	32
<i>Independent living difficulty: because of a physical, mental, or emotional problem,</i>	7.9%	3
<i>Cognitive difficulty: because of a physical, mental, or emotional problem, have difficulty remembering, concentrating, or</i>	5.3%	2
<i>Ambulatory difficulty: have serious difficulty walking or climbing stairs</i>	5.3%	2
<i>Self-care difficulty: have difficulty bathing or dressing</i>	5.3%	2
<i>Hearing difficulty: deaf or have serious difficulty hearing</i>	2.6%	1
<i>Vision difficulty: blind or have serious difficulty seeing, even when wearing glasses</i>	2.6%	1

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

Comments from Other:

- Full time wheelchair user
- 38 Responses

17. What is your annual household income range?



38 Responses

Conclusion

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

- **Dial-a-Ride:** More Dial-a-Ride services and vans for the disabled
- **Service frequency:**
 - Request for convenient out of town service, especially for medical purposes
- **Out of town:** More routes to other counties/cities
- **Service related:**
 - More service during the day and on weekends
 - Service to Health and Human Services and Mental Health in Diamond Springs
 - I hope that transit is serving people who need rides to Health and Human Services and also Mental Health out in Diamond Springs...those are critical points of access.
- **Timing:** More daytime routes
- **Service expansion:** Expand routes to connect with other counties/cities
- **Service frequency:** More daytime routes

- **Service modifications:** More bus stops
- **Weekend service:** Service on the weekends
- **Infrastructure:**
 - More sidewalks within Placerville: I would like to see there be more walkability within the city of Placerville and especially along Placerville Dr. It is very dangerous to walk along this major route where people need to go to the store, etc.
- **Other comments:**
 - There is a real problem with lack of public transportation in El Dorado County. I live in E.D.H and at this time although Folsom is only a few miles away I don't believe there is any connecting bus service. Elderly people need to have access to services (medical, grocery etc.) I have actually considered moving to Folsom because there I would be able to get around if I was not able to drive anymore.
 - have many families that would/do rely on our Public transportation that I work with daily-cost, schedule, stops are prohibitive to them using regularly
 - We need transportation for our students, seniors and low income families around town (EDH)
 - Although my husband and I do not need service right now, my husband has early stage Parkinson's and I foresee need
 - A few respondents made positive comments about services and expressed their gratitude

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

3 responses: Information no listed to maintain confidentiality

Public Transit-Human Services Transportation Coordinated Plan
 Stakeholder Survey: El Dorado County
 19 Responses

Contact Information

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

#	Organization Name	Address	City/Town
1	El Dorado County Office of Education Child Development Programs	6767 Green Valley Road	Placerville
2	A Helping Hand	6092 Pony Express Trail	Pollock Pines
3	Hope House	4160 Zeller Court	Diamond Springs
4	Community Corrections Center	3974 Durock	Shingle Springs
5	New Morning Youth & Family Services	6765 Green Valley Road	Placerville
6	El Dorado Hills Library	7455 Silva Valley Parkway	El Dorado Hills
7	EDCOE	6767 Green Valley Road	Placerville
8	Sierra Foothills AIDS Foundation	550 Main Street, Suite 1F	Diamond Springs
9	Summitview Child and Family Services	Golden Plaza 670 Placerville Drive	Placerville
10	Remi Vista, Inc.	4993 Golden Foothill Parkway	El Dorado Hills
11	Placerville Mobility Support Group	5751 Columbine Way	Placerville
12	Food Bank of El Doreado County	4550 Business Drive	Cameron Park
13	Placerville Mobility Support Group	PO Box 2414	Placerville
14	Marina Village Middle School	1901 Francisco Drive	El Dorado Hills
15	El Dorado Hills Senior Center	990 Lassen Lane	El Dorado Hills
16	El Dorado Hills Senior Center	990 Lassen Lane	El Dorado Hills
17	Gold Country Retirement and Health	4301 Golden Center Drive	Placerville
18	UCCE	311 Fair Lane	Placerville
19	El Dorado Hills Community Vision Coalition for Safe, Healthy, Drug Free Youth	895 Embarcadero Drive, Suite 206	El Dorado Hills

Other information is confidential to maintain privacy of respondents.

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

Confidential to maintain privacy of respondents

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

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

Classifications	%	Count
Health care/health service provider	10.5%	2
Social Services/Community and Human Services Agency	10.5%	2
Educational Institution	10.5%	2
Local admin agency	15.8%	3
Not-for-profit	52.6%	10

19 Responses

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

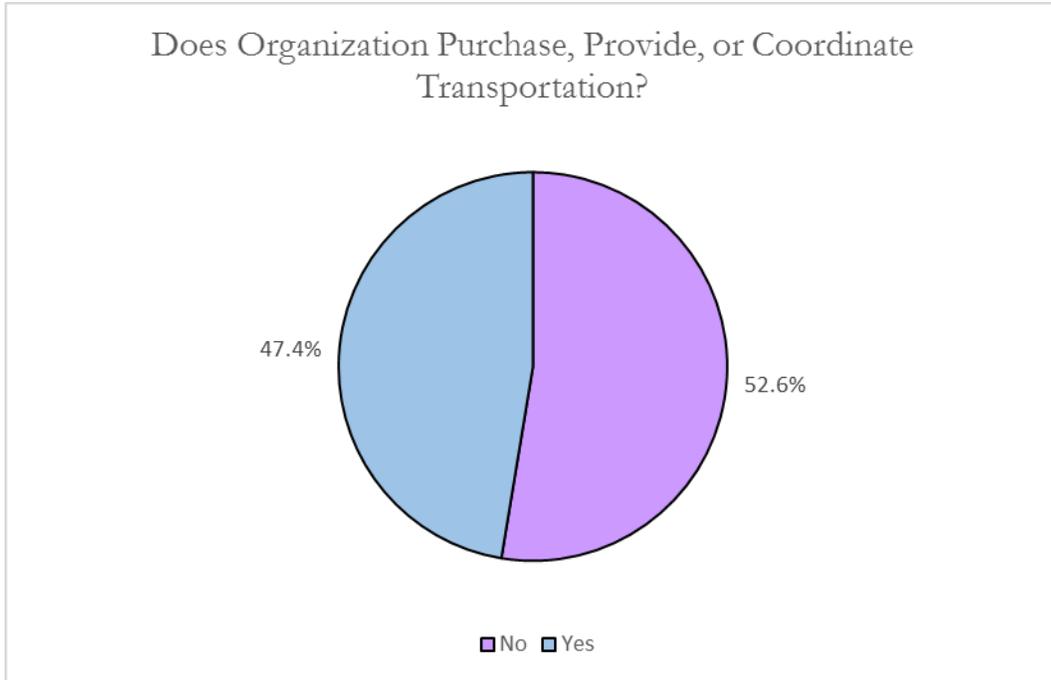
Options	%	Count
Persons with disabilities	57.9%	11
Children/Youth	52.6%	10
Persons with low incomes	52.6%	10
Seniors/Elderly	42.1%	8
General public	36.8%	7
Students	26.3%	5
Seeking employment/education	26.3%	5
Pursuing counseling/substance abuse	21.1%	4
Veterans	15.8%	3
Latino Community	5.3%	1
Probation Department	5.3%	1

Organizations could choose more than one category. The % represents the percent of stakeholders that answered this question.

19 Responses

Organization Type

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



19 Responses

Organization Background and Transportation Services

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



8 Responses

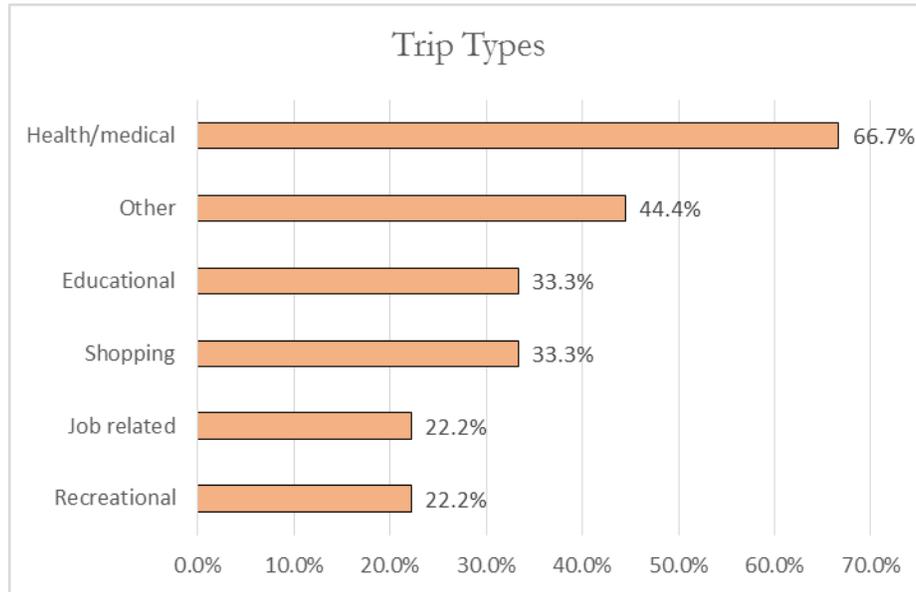
7. Who uses the transportation service you provide, purchase, or coordinate? (Check all that apply)

Options	Response Count
Clients/customers	7
Your employees	1
Other: C.C.C. clients and students	2

Stakeholders could choose more than one category

9 Responses

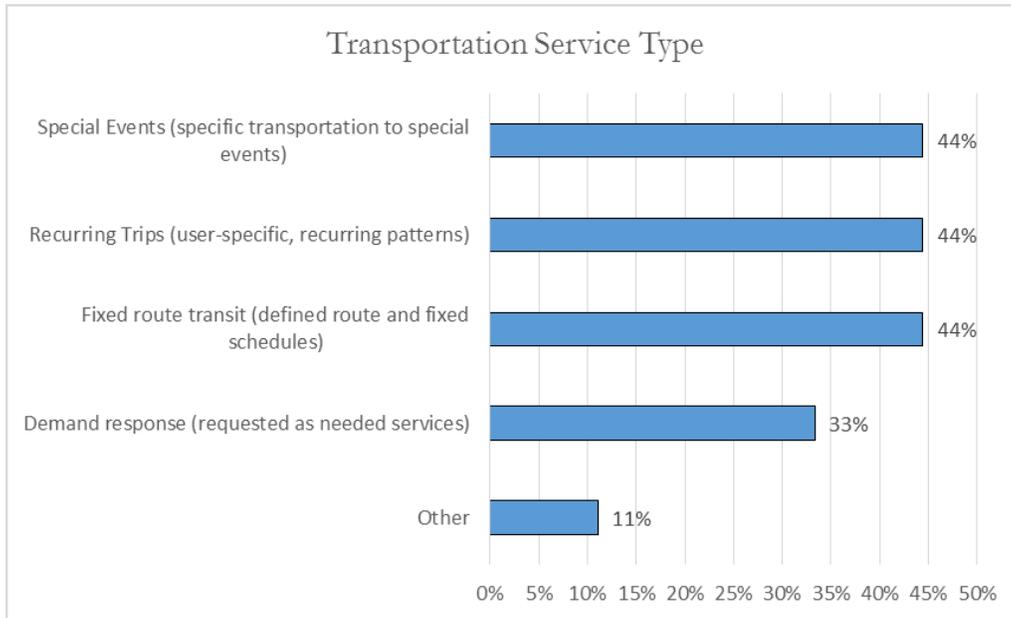
8. What type(s) of trips does your transportation service provide, purchase, or coordinate? Check all that apply.



Stakeholders could choose more than one category. Other option: “employees occasionally use their vehicles to transport clients for errands.”

9 Responses

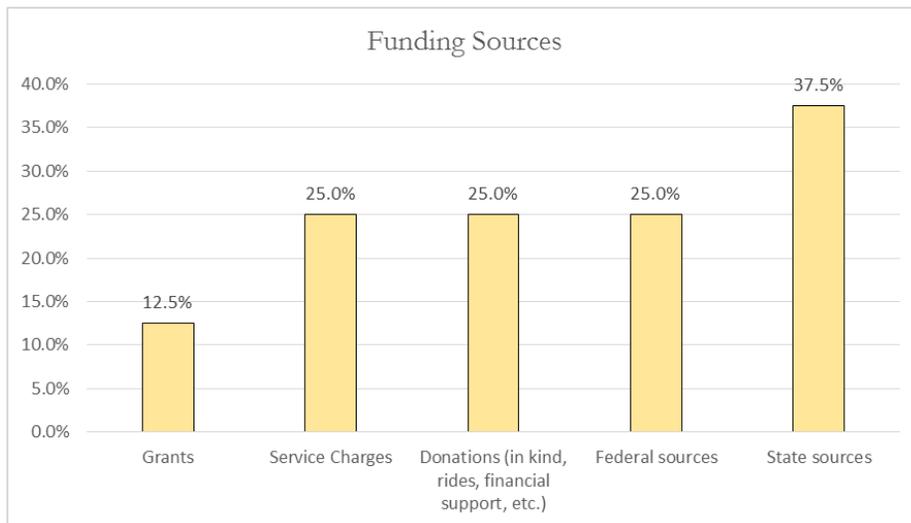
9. Please indicate the kind of transportation services your organization provides, purchases, or coordinates? Check all that apply.



9 Responses

Transportation Services

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



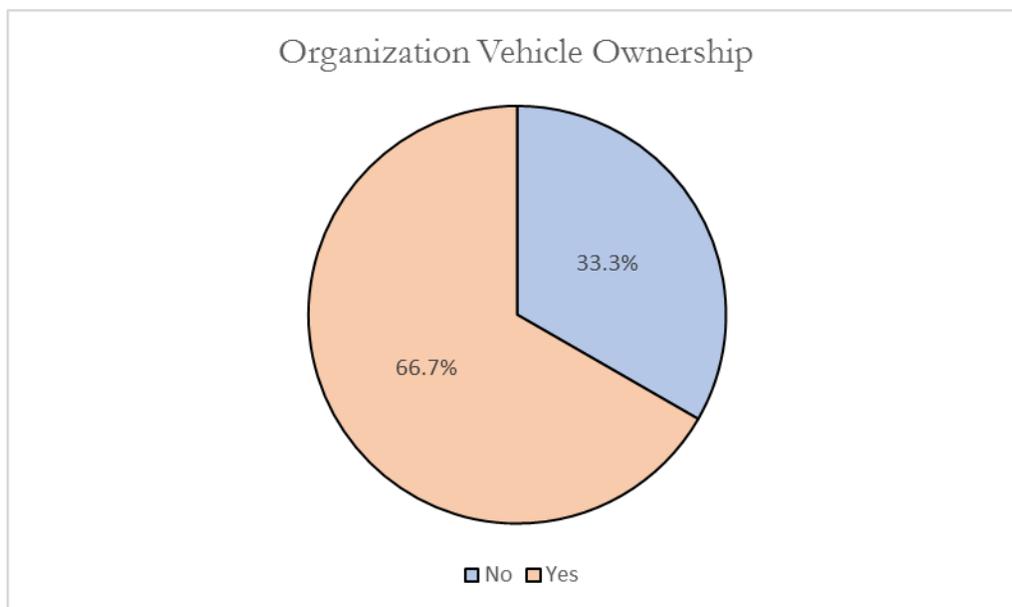
8 Responses

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

- Stakeholders that responded to this question provide, purchase, or coordinate services on weekdays and weekends. Not all organizations provide services on weekdays and weekends. One organization coordinates on a need basis. Organizations provide anywhere between 2 to 150 trips a week.

8 Responses

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



9 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, four of the six organizations that answered this question owns a van or vans. The vehicle count refers to the number of vehicles total for each organization. This information is not comprehensive for the county or may also not be comprehensive for the organization(s) in question.

Vehicle Type	Organization Count	Vehicle Count
Van	4	29
Car	2	5
Bus	2	22
Truck/SUV	2	4

6 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.

Service Limitations:

- No extended hours transportation, no connection between surrounding counties, no weekend transportation, no transportation throughout the cities and counties.
- There is no public transportation available to the library in El Dorado Hills.
- We have no transit other than Dial a Ride service at the moment and it is costly \$10 roundtrip
- El Dorado Hills has NO transit services other than LIMITED Dial-a-Ride. The Seniors cannot get to their Senior Center.

Service Frequency:

- increased frequency of service

Service Accessibility:

- increased availability (convenient locations) of service
- transportation in rural areas is challenging for low income clientele to access services
- Middle and high school students in the El Dorado Hills area, totaling over 4000 in the two middle schools from El Dorado, Buckeye and Rescue districts, are extremely limited in their access to county services provided in Cameron Park and Placerville. These include alternative education settings such as Independence High, Charter Community, El Dorado Trade School, Charles Brown Education Center, etc. and services at New Morning, EDC Health Clinic, etc. Unless the parents of these students are able to transport the students, they have very limited choices.

- Transportation for youth to and from the EDH CSD teen center 2 pm-6 pm, Transportation for youth to and from the EDH branch Library 2-6:30 pm, Transportation to and from the EDH Town Center for youth, families, and adults.

Resources:

-Having resources to provide transportation to both outpatient and Residential clients. Costs are a large hindrance to providing adequate transportation services to clients. El Dorado County is very large and spread out.

Other comments:

-Non-ambulatory wheelchair transportation for medical appointments, hospital visits and trips from hospital to care facilities

- Transportation routes with timely turn around to shopping, medical facilities, churches and educational centers

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:

Service Related:

-Not always convenient or accessible. Long bus rides to accomplish tasks.

-Ride times are sometimes prohibitively long and make riding public transit impossible.

-They have no way to get to the library to utilize materials at no cost/low cost.

-Low income individuals/families at times have limited access to transportation due to a lack of consistent county wide transportation.

Accessing opportunities/services/etc.:

-It is difficult for students to reach schools and other education services, especially those living in the more rural areas.

-Without transportation from El Dorado Hills to Placerville on public buses, many students are unable to access services and education choices offered to most of the Western Slope of El Dorado County.

-Seniors cannot get to senior specific services in El Dorado Hills - the densest population area in the whole county!

-Transportation for youth to and from the EDH CSD teen center 2 pm-6 pm, Transportation for youth to and from the EDH branch Library 2-6:30 pm, Transportation to and from the EDH Town Center for youth, families, and adults.

Affordability:

-a couple of stakeholders mentioned that their clients have no money for transportation, including bus fares

- Insurances will not cover. Poor have no resources. No reliable county/state/federal programs cover transportation.

Service limitations:

-With no bus service from El Dorado hills to Placerville, many students are unable to access educations services.

- Difficulty accessing services as bus transport does not run on time consistently.

Everyday living: Clients do not have transportation to get to the store, doctors, and drug store

Other comments:

-Low income recipients report issues with obtaining transportation to receive the emergency food assistance they require, especially in South Lake Tahoe. The Food Bank provides mobile outreach efforts to reach out to those who are unable to travel to a distribution site; however, recipients sometimes have to travel to that mobile site.

14 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:

Service limitations

-Service limitations varied, but included lack of evening and weekend service, lack of service to specific destinations and lack of service during particular times of the day.

Accessing the System:

-One stakeholder mentioned that bus stops are too far away from some important areas. An example was El Dorado Hills where some people have to walk up to seven miles to reach a bus stop.

Non-emergency medical transportation:

-for medical reasons, persons with disabilities are often unable to schedule trips well in advance

-economical or convenient non-emergency wheelchair transportation

11 Responses

17. Please describe areas where transportation service is duplicated.

No respondents listed seeing any duplication of services.

8 Responses

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

Stakeholders offered the following recommendations:

-Collaboration with other transportation venues

-Additional hours of operation

-Mutual aid agreement with Sacramento county so these student could get services in Folsom, with possibly a bus from there.

-Provide a small bus that transports seniors to certain places (grocery store - bank - Senior Center, etc.) on a couple days/week

-non-emergency wheelchair transportation on a sliding scale cost

-EDH community input and county consultants have consistently reported that the improvement should be a type of taxi voucher system for EDH. This alternative is less costly and would be more effective than buses or vans with fixed routes or deviated routes. (E.G. Less capital outlay for vehicles such as purchasing buses or vans, curb improvements, shelters at fixed route pick up points, and salaries, benefits, and county overhead/indirect costs employees/drivers. Disabled citizens would continue to use the current dial a ride for disabled users (with current chairlifts, etc.)

9 Responses

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

Alternative transportation:

-better bike paths and trails for walking

Service Related:

-add Dial-a-Ride or additional buses

-provide a public bus for our students (who ride the light rail in Sacramento to Sac State) to take them to the Connector at Town Center every hour in the morning and home again in the afternoon/early evening. Also to provide a public bus for our seniors and low income families without a car.

Coordination/Outreach related:

-Coordinating with organizations that offer basic human needs and services to our community's at-risk population to make sure transportation to establishments are available to those who need to receive emergency food supplies, receive medical assistance, and the like. Ensuring that routes include these necessary locations in each city. For example, the Food Bank offers 35 food distribution sites in El Dorado County, with at least one site in each city to make sure we are able to reach out to our county at-large. Knowing that our recipients are able to get to a local distribution site via public transportation would help. Unfortunately, that is not the case and many who need food are unable to receive it due to lack of transportation. Allowing agencies to purchase deeply discounted passes to share with our less fortunate community members may help or allowing companies to sponsor a day of transportation for a certain number of passengers in a given day could be a creative way to help fund transportation for our community members.

-There should be coordination between South Lake Tahoe Transit and El Dorado Transit to provide an easy to use, time effective, low cost, service between El Dorado Hills and South Lake Tahoe, with easy to use taxi voucher transit/or easy to use dial a ride service to homes or Doctors' offices in both communities. To be cost effective, you may want to start with once a day service (e.g. sometime noon-4 pm, or 4-8 pm) or 3 times a week such as Fri, Sat, Sunday.

Other Comments:

-That is difficult to say as we are dealing with a large geographic area served by 3 separate school districts.

-We are excited about the roll out of the Taxi Voucher system. However, we serve folks age 50 and up - so the 50-59 year olds will not be served.

12 Responses

Conclusion

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

- We provide transportation to appointments for our disabled adults. We use our fleet to transport youth for court ordered visitation with bio parents. Our staff uses our fleet to conduct home visits to foster homes.
- I would be happy to participate in an in-service program for the transit system employees that would provide info about persons with disabilities.
- In my 13 years I have had dozens of cases where children need to attend an alternative schools, could use services at the health clinic, need transportation to the youth shelter or

counseling services; yet 98% of the time they fail to get those services because there is no transportation. If this is the case at a middle school, I can assume the need is much higher at the high school level. And, the population that needs these services, are not likely candidates for a driver's license to get themselves there. Contrary to popular belief, we have an extremely diverse population from the very wealthy to the economically disadvantaged. Parents in the area tend to be unwilling or unable to provide transportation to their children due to many reasons: financial constraints.

- More marketing is CRUCIAL – the community does not know what is even offered
- With the volume of seniors we have in this area, and the lack of convenient and low cost non-ambulatory wheelchair transportation I feel senior transportation will only get worse.
- Thank you for your continued gathering of input. Note: Our organization has been providing this input to the county since about 2006 8 years ago. When we first conducted a community survey about transportation needs. We even held a meeting the Mindy Jackson, our Board of Supervisor for District 2, and representatives of school district transportation services to identify the needs, and attempt to put solutions in agency plans. With no immediate support from El Dorado transit, we even used our own funds from community fund raisers, and youth development grants from a private foundation to pay for drivers and a vehicle to provide transit in EDH in 2007-2008 with our own teen taxi for youth to go to and from the schools and the teen center. We provided this service for over 9 months until we ran out of money, and community input indicated that the county tax revenues and El Dorado Transit should pay for the needed services. We are happy to continue to provide input and support an improved transit plan. We look forward to its eventual implementation. We appreciate the continued leadership of the County Transportation Commission and staff (Jerry Barton) to who have continued to try to make progress to meet the unmet needs in EDH with a sizeable population of 42,000.
- Working with Medi-cal is difficult because they determine rates for services and take too long to reimburse businesses.

7 Responses

APPENDIX B: TRANSPORTATION FUNDING MATRIX

This matrix gives an overview of a number of the federal and state funding sources related to transportation. Some sources are specifically for transportation while others are social services funding sources with transportation as a component. Not all counties in California may receive these funds for different reasons. This list is not comprehensive.

Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
<i>Federal Sources</i>						
FTA Section 5304 Transit Planning Grants: Sustainable Communities	Promote a safe, sustainable, integrated and efficient transportation system. Identify and address mobility deficiencies, encourage stakeholder collaboration, public engagement, etc.	Funds studies of multimodal transportation issues having statewide, interregional, regional or local significance to assist in achieving the Caltrans mission and overarching objectives. Rural areas can request funds for student interns	\$8.3 million available for California for FY 2015-16 grant cycle. Minimum grant is \$50,000 and maximum is \$500,000.	<i>Primary Recipients:</i> MPO/RTPAs, Transit Agencies, Cities, Counties, and Native American Tribal Governments; <i>Sub-recipients:</i> Universities, Community Colleges, Cities and Counties, Community-Based Organizations, Non-Profit Organizations, and other public entities	Local Match: 11.47% of the total project amount (in-kind contributions allowed)	El Dorado Transit (EDT) currently utilizes 5304 grant funding in conjunction with El Dorado Transportation Commission for planning purposes. This grant is also funded by the State Highway Account (SHA)
FTA Section 5310: Enhanced Mobility of Seniors & Individuals with Disabilities Program	Enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and ADA complementary paratransit services.	Capital projects, operating assistance, administration	Formula Grant: \$254.8 million in FY 2013; \$258.3 million in FY 2014 (national total)	Nonprofit agencies, public agencies	20% match for capital projects; 50% match for operating assistance; up to 10% to administer the program, to plan, and to provide technical assistance	EDT utilizes 5310 grant funds for capital purchases of vehicles for DAR services.

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 El Dorado County Transportation Commission

Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Section 5317 Funding was repealed by MAP-21, but funds authorized under the program and not yet obligated or expended remain available until the period of availability expires, or until the funds are fully rescinded by Congress, or otherwise reallocated. Under MAP-21 Section 5317 funding remains available through Section 5310 program funding.						
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	Planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services	\$599.5 million in FY 2013; \$607.8 million in FY 2014 (national total)	Public agencies, local governments, tribal governments, nonprofit agencies	20% for capital, 50% operating assistance, 20% for ADA non-fixed-route paratransit service, using up to 10% of a recipient's apportionment	Funds are distributed on a formula basis to rural counties. A portion of funds is set aside for a Tribal Transit program, which provides grants to tribes to support public transportation on Indian reservations. Low-income populations in rural areas are now incorporated as a formula factor, similar to the repealed Job Access and Reverse Commute (JARC) program.
FTA Section 5311(f)	Funds public transit projects that serve intercity travel needs in non-urbanized areas.	Capital projects and operations	Unknown	Public agencies, local governments, tribal governments, nonprofit agencies	50% for operating costs, 80% for capital costs	EDT does not currently have any 5311(f) grant applications open or pending (2014). Limited availability due to requirements of the program
Section 5316 JARC funding was repealed by MAP-21, but funds authorized under the program and not yet obligated or expended remain available until the period of availability expires, or until the funds are fully rescinded by Congress, or otherwise reallocated. Under MAP-21 Section 5316 funding remains available through Section 5311 program funding.						

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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 of innovative technologies, materials, and processes 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 (national total)	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.	The previous Section 5312 (Research, Development, Demonstration, and Deployment Projects) and Section 5314 (National Research Programs) are now consolidated into one program under Section
FTA Section 5314 Technical Assistance and Standards Development	Provide technical assistance to the public transportation industry and to sponsor the development of voluntary and consensus based standards to more effectively and efficiently provide transit service, as well as support the improved administration of federal transit funds.	Grants for technical assistance	\$70.0 million in FY 2013; \$70.0 million in FY 2014 (national total)	Fed government agencies, state DOTs, public transportation agencies, nonprofit and for-profit entities.	20% non-federal share (non-federal share may be in-kind)	
FTA Section 5337 Funds	Capital projects to maintain a system in a state of good repair, including projects to replace and rehabilitate: rolling stock; track; line equipment and structures; signals/communications; passenger stations/terminals; security equipment and systems; operational support equipment,	Capital projects; Development and implementation of a Transit Asset Mgmt. Plan	Formula Based. Two formulas: High Intensity Fixed Guideway and High Intensity Motorbus	Public transit operators	20% for capital projects	Program dedicated to repairing and upgrading the nation's rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicles lanes, including bus rapid transit (BRT).

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 El Dorado County Transportation Commission

Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
	including computer hardware and software; and more. Projects must be in a Transit Asset Management Plan.					
Federal Transit Administration (FTA) Section 5339 Funds	Capital projects for bus and bus- related facilities.	Capital projects only	\$422 million FY 2013; \$427.8 million FY 2014 (national amount)	Designated recipients and states that operate or allocate funding to fixed-route bus operators; <i>Subrecipients</i> : public agencies or private nonprofit organizations engaged in public transportation, including those providing services open to a segment of the general public, as defined by age, disability, or low income.	20% for capital projects	This funding is appropriate for large scale capital projects such as facility design/construction or bus purchases. EDT currently has an application in for the FY14/15 grant cycle. 5339 was established by MAP-21 and replaced 5309

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Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Regional Surface Transportation Program (RSTP)	Provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.	The following are some projects: construction/reconstruction/rehabilitation/operational improvements on federal highways and bridges; mitigation of damage to the environment by projects funded through RSTP ; capital costs for transit projects eligible under Federal Transit Act; carpool projects; capital and Operating costs for traffic monitoring, management and control; 8)Surface transportation planning programs; transportation control Measures listed in Section 108 of the Clean Air Act	Unknown	Unknown	Unknown	
Federal Highway Administration (FHWA) Strategic Partnerships grant	Achieve the Caltrans mission/objectives, encourage regional agencies to partner with Caltrans to identify and address statewide/interregional transportation deficiencies in the state highway system, strengthen government-to-government relationships, and result in programmed system improvements.	Funds transportation planning studies of interregional and statewide significance, in partnership with Caltrans.	Approximately \$1.5 million will be available statewide for the FY 2015-16 grant cycle. The minimum grant is \$100,000 and the maximum amount per grant cannot exceed \$500,000.	To qualify as a pooled fund study, more than one state transportation agency, federal agency, other agency such as a municipality or metropolitan planning organization, college/university or a private company must find the subject important enough to commit funds or other resources to conduct the research, planning, and technology transfer activity.	20% of the total project amount (in-kind contributions allowed)	Comment from El Dorado Transit: This is not a program EDT have historically participated in.
<i>State Sources</i>						
Transit System Safety, Security and Disaster Response Account (renamed the Transit Security Grant Program)	Develop disaster response transportation systems that can move people, goods, and emergency personnel and equipment in the aftermath of a disaster	Capital projects	Varies by county	Agencies, transit operators, regional public waterborne transit agencies, intercity passenger rail systems, commuter rail systems	None	EDT has multiple projects currently funded by this program

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Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Proposition 1B funds will sunset in 2016, but funds authorized under its formula and not yet obligated or expended remain available until the program's expiration.						
State Transit Assistance Fund (STAF)	Public transit and paratransit services	Capital projects and operations	Varies from year to year depending on appropriation to Public Transportation Account of which 75% goes to STAF	Allocated by formula to public transit operators	None	Revenues derived from sales taxes on gasoline and diesel fuels. These funds are mandated to transit uses only. EDT utilizes funds for capital and operating.
State Transportation Improvement Program (STIP)	Major capital projects of all types, including transit.	Transit capital projects	Varies from year to year depending on appropriation to Public Transportation Account of which 25% goes to STIP			Determined once every two years by California Transportation Commission.
Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA)	Advance the State's policy goals of providing mobility choices for all residents, reducing congestion, and protecting the environment	Transit capital projects	Information not available	Transit operators and local agencies who are eligible to receive STAF funds pursuant to California Public Utility Code Section 99313	None	
Rural Planning Assistance (RPA) Grants	Regional transportation planning activities	Used for activities associated with the planning process	Information not available	Regional Transportation Planning Agencies (RTPAs)	None	
<i>Health and Human Services Funding</i>						
Title XX Social Services Block Grant (SSBG) (Department of Social Services)	Goals: 1. Reduce dependency, 2. Achieve self-sufficiency, 3. Protect children and families, 4. Reduce institutional care by providing home/community based care, 5. Provide institutional care when other forms of care are not appropriate.	SSBG funds a variety of initiatives for children and adults including: daycare, protective services, special services to persons with disabilities, adoption, foster care, housing, substance abuse, transportation, home-delivered meals, etc.	\$1.7 billion nationwide per year. States are allocated funding based on a formula connected to the state's population	Child Welfare Services, Foster Care, Deaf Access, Community Care Licensing, CDE Child Care, and Department of Developmental Services programs.	None	Grant must be used for one of the goals of SSBG and cannot be used for certain purposes such as the purchase or improvement of land or payment of wages to any individual in social services. These

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Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
						funds are not allocated separately but are used in lieu of state general fund.
Community Services Block Grant (CSBG) (Department of Community Services & Development)	Assist low income persons with employment services, housing assistance, emergency referral services, nutrition and health services	Information not available	California FY 2014 Allocation: \$59,270,847	States, Territories and Tribal Governments	Unknown	
Consolidated Health Center Program (Bureau of Primary Health Care)	Fund health centers that provide primary and preventative health care to all residents including diverse underserved populations. Health centers can use funds for center-owned vans, transit vouchers, and taxi fare.	Information not available	\$1.4 billion nationwide for FY14	Community based organizations including tribal and faith based organizations.	None	Special discounts are given to those with incomes below 200% of the poverty line
Older Americans Act Title III B - Grants for Supportive Services & Senior Centers (Administration on Aging)	Funds are awarded by formula to State units on aging for providing supportive services to older persons, including operation of senior centers. May be used to purchase and/or operate vehicles and funding for mobility management services	Capital projects and operations.	FY 2014 California allocation: \$128,480,963	States and territories, recognized Native American tribes and Hawaiian Americans as well as non-profit organizations	5%	Funds are awarded to State agencies on aging and are disseminated to local organizations from there based on a formula related to the number of underserved populations in an area

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Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Program for American Indian, Alaskan Native, & Native Hawaiian Elders (Administration on Aging)	This program supports nutrition, multipurpose senior centers, and other supportive services for American Indian, Alaska Native and Native Hawaiian elders. Transportation is included in the supportive services, including purchase and/or operation of vehicles and for mobility management.	Patient transportation services and delivery of home-served meals	Information not available	Recognized Native American tribes and Hawaiian Americans as well as non-profit organizations.	Unknown	Funds are given based on a formula related to the share of the American Indian, Alaskan Native, and Native Hawaiian populated aged 60 and over in their respective service area
Community Mental Health Services Block Grant (Center for Mental Health Services State Planning Branch)	Improve access to community-based health-care delivery systems for people with serious mental illnesses. Grants also allot for supportive services, including funding to operate vehicles, reimbursement of transportation costs and mobility management	Capital projects and operations.	Information not available	States and Territories	None	None
Substance Abuse Prevention & Treatment Block Grant (Substance Abuse & Mental Health Services Administration)	Block grants provide funds for substance use prevention and treatment programs. Transportation-related services supported by these grants may be broadly provided through reimbursement of transportation costs and mobility management to recipients of prevention and treatment services	Information not available	\$1.8 billion nationwide each year for FY 2014 and 2015	States, Territories and Tribal Governments	None	20% of funds must be spent on education, 5% must go to increase the availability of treatment services for pregnant women, 5% on administrative needs and the rest of discretionary

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Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Child Care & Development Fund Administration for Children & Human Services)	Provide subsidized child care services to low income families. Not a source of direct transportation funds, but if child care providers include transportation as part of their usual services, covered by their fee, these services may be covered by voucher payments	Voucher payments to child care providers	Information not available	States and recognized Native American tribes	Unknown	None
Head Start (Administration for Children & Families)	Head Start provides grants to local public and private agencies to provide comprehensive child development services to children and families. Local Head Start programs provide transportation services for children who attend the program either directly or through contracts with transportation providers	Program expansion and cost of living adjustments	Over \$8 billion in FY 2014 (\$1 billion increase from 2013)	Local public and private non-profit and for-profit agencies	Unknown	The Head Start regulation requires that programs make reasonable efforts to coordinate transportation resources with other human service agencies in their communities.
TANF / CalWORKS (Department of Social Services)	Provide temporary assistance to needy families. Recipients are required to participate in activities that assist them in obtaining employment. Supportive services, such as transportation and childcare, are provided to enable recipients to participate in these activities.	Cash aid paid out to eligible recipients for use on transportation and other needs	Unknown	States and Federally recognized Native American tribes. Eligible families as defined in the TANF state plan	Unknown	TANF funds cannot be used for construction or to subsidize current operating costs. State and county funds in the CalWORKS program are used to meet the TANF maintenance of effort (MOE) requirement and cannot be used to match other federal funds.

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Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Community Development Block Grants (CDBG) (Department of Housing & Community Development)	Create or preserve jobs for low income and very low income persons.	Planning and technical assistance	Unknown	Counties with less than 200,000 residents and cities of less than 50,000 residents	Unknown	Applicants cannot be participants on the US Department of HUD CDBG entitlement program.
<i>Regional/Local Sources</i>						
Transportation Development Act (TDA) Articles 4 and 8 (1/4 cent sales tax)	Transit operating assistance and capital projects, local street and road maintenance and rehabilitation projects, pedestrian/bicycle projects	Capital projects and operations	Varies by county	Allocated by population formula within each county	Unknown	El Dorado Transit: utilizes this funding for capital and operating
Transportation Development Act (TDA) Articles 4.5	Paratransit operating assistance and capital projects	Capital projects and operations	Up to 5% of the Local Transportation Fund revenue	Cities and counties and CTSA's		
Local Transportation Fund (LTF)	Improve existing public transportation services and encourage regional transportation coordination. Provides funding to be allocated to transit and non-transit related purposes that comply with regional transportation plans.	Some counties have the option of using LTF for local streets and roads projects, if they can show there are no unmet transit needs. The LTF is derived from a 1/4 cent of the general sales tax collected statewide. The sales tax collected in each county is returned to the county from where the tax was generated.	Unknown	County based. Based on population, taxable sales and transit performance	Unknown	All TDA/LTF funds are utilized by and for transit purposes
HOV Lane Fines	Unknown	Unknown	Unknown	Unknown	Unknown	High Occupancy Vehicle lane, or car-pool lane. The central concept for HOV lanes is to move more people rather than more cars. Some HOV lanes carry almost half of the people carried on the entire freeway.

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

APPENDIX C: RESOURCES

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

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

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

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

<https://www.cfda.gov/index?s=program&mode=form&tab=core&id=983b4e60ccbaacc266ff78fe7aaf87b3>

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

California Transportation Commission, “2014 report of STIP Balances County and Interregional Shares,” 2014. Accessed here:

http://www.catc.ca.gov/programs/STIP/orange_books/2014_Orange_Book.pdf

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

“Public Transportation Modernization, Improvement, and Service Enhancement Account.”

Strategic Growth Plan, Bond Accountability. Accessed here:

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

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

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

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

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

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

Humboldt County Association of Governments, “Humboldt County Coordinated Public Transit-Human Services Transportation Plan 2013 Update,” 2013. Accessed here:
http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/CoordinatedPlng/humboldt_coorplan.pdf

LSC Transportation Consultants, Inc., “Western El Dorado County Short-and Long-Range Transit Plan,” 2014. Accessed here: <http://www.edctc.org/3/Short-Long-RangeTransitPlan.html>

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

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

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

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

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

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

APPENDIX D: STAKEHOLDER LIST

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

AGENCIES

- Shingle Springs Rancheria

ASSISTED LIVING HOMES

- Eskaton

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

EDUCATION

- El Dorado County Office of Education
- Folsom College

EL DORADO COUNTY GOVERNMENT (VARIOUS DEPARTMENTS AND UNITS)

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

HOSPITALS/CLINICS

MAJOR EMPLOYERS

PLACES OF WORSHIP

NON-PROFIT ORGANIZATIONS

SENIOR CENTERS/SENIOR SERVING ORGANIZATIONS

TRANSPORTATION PROVIDERS

- Public
- Private: taxi companies, Uber and Lyft representatives
- Non-profit