
COORDINATED PUBLIC TRANSIT – HUMAN
SERVICES TRANSPORTATION PLAN

MARIPOSA COUNTY

Final Plan

January 30, 2015

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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
- 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 Mariposa County. Coordinated transportation is essential to keep people linked to social networks, employment, healthcare, education, social services, and recreation. Having access to reliable transportation can present a challenge to vulnerable populations such as seniors, people with disabilities, and low income individuals. For these groups, a coordinated transportation plan is necessary to improve access, efficiency, and promote independence.²

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

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

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

The 2008 Coordinated Plan was initially developed to satisfy requirements for the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which was signed into law on August 10, 2005. With the passage of SAFETEA-LU, agencies receiving funding from any of the three Federal Transit Administration (FTA) human-services transportation programs: 1)

¹ Language and information from this section was taken from the 2008 Mariposa County Coordinated Plan; the 2013 Coordinated Plan Updates for the San Francisco Bay Area, Humboldt, and Amador Counties; and other related documents that will be referenced throughout

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>

Elderly Individuals and Individuals with Disabilities (Section 5310), 2) Job Access and Reverse Commute (Section 5316), and 3) New Freedom (Section 5317), had to certify that the projects to be funded had been discussed in a locally developed, coordinated public transit/human-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 Mariposa 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 Mariposa County Transportation Commission so that all transportation providers within Mariposa County who are eligible for FTA Section 5310 funding can apply for those funds to serve the three priority groups this plan targets: seniors, people with disabilities, and people with low incomes.

UPDATE APPROACH

Updating the coordinated plan consisted of the following tasks:

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

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

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

³ 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

- 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 unmet transportation needs. Strategies, activities, and/or projects to address identified gaps between current services and needs are then examined in Section 7. Lastly, Section 8 identifies and prioritizes implementation plans for the high priority projects and strategies identified in the preceding sections. These required components of the Coordinated Plan make some sections very broad and others very specific. In addition, Section 5310 funding now requires any potential future project or strategy to be identified and included within the plan.

OUTREACH

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

- Presentation and discussion at the Mariposa County Board of Supervisors meeting on October 28, 2014 at 9:00am at the Government Center Board Chambers in Mariposa.
- Public and stakeholder workshop on October 28, 2014 at 6:00pm at the Government Center Board Chambers in Mariposa.
- Online surveys on surveymonkey.com: one for stakeholders and one for the general public.
- Toll-free phone number to make arrangements to do survey over the phone or request a hard copy of a survey to be mailed
- Hard copy of survey emailed to agencies to distribute to their community/clients
- Hard copies of the public survey distributed at public meetings with postage paid envelopes
- Solicited written comments through email or mail

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

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.

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 Mariposa County, but is an initial effort to develop a comprehensive list of potential transportation funding sources. Appendix B lists some of the funding sources discussed in this narrative along with additional funding sources related to transportation and transit services. It is important to note that funding requirements and the competitive nature of receiving funds constrain the county’s ability access a number of these funding sources.

FUNDING FOR PUBLIC TRANSPORTATION IN RURAL CALIFORNIA

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

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

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

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

FEDERAL FUNDING SOURCES

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

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

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

Section 5310 Overview:

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

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

- Public transportation projects that exceed the requirements of the ADA.
- Public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit.
- Alternatives to public transportation that assist seniors and individuals with disabilities.
- At most, 10% is allowed for program administration.

Statewide Funding Formula:

- 60% to designated recipients in urbanized areas with populations over 200,000.
- 20% to states for small, urbanized areas (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 5311 FORMULA GRANT FOR RURAL AREAS⁸

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

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

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)

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 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.

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

NON-TRADITIONAL TRANSPORTATION PROGRAM FUNDING

TRANSPORTATION ALTERNATIVES PROGRAM (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.

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

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

definitions of “unmet transit need” and “reasonable to meet.” Any unmet transit needs that are reasonable to meet must be funded before funds can be allocated for streets and roads.¹³

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

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)¹⁴

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

SOCIAL SERVICES FUNDING SOURCES¹⁶

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

OLDER AMERICANS ACT (OAA)

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

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

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.

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

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

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

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

CONSOLIDATED HEALTH CENTER PROGRAM (BUREAU OF PRIMARY HEALTH CARE)

The Consolidated Health Center Program funds are used to support health centers that provide primary and preventative health care to diverse and underserved populations. Centers provide care at special discounts for people with incomes below 200% of the poverty line. Health Centers can use

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>

funds for patient transportation through center-owned vans, transit vouchers, and taxi fares. Eligible organizations include community-based organizations, including faith based organizations that contribute to patients' health care.

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

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

SUBSTANCE ABUSE PREVENTION & TREATMENT BLOCK GRANT

The Substance Abuse Prevention and Treatment Block Grant (SABG) Program was authorized by Congress to provide funds to states, territories, and one Indian Tribe for the purpose of planning, implementing, and evaluating activities to prevent and treat substance abuse. It is the largest federal program dedicated to improving publicly-funded substance abuse prevention and treatment systems.¹⁹ Funds may be used to support transportation-related services such as mobility management, reimbursement of transportation costs, and other services.

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

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

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

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

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

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 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.

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

SERVICE CLUBS AND FRATERNAL ORGANIZATIONS

Organizations, such as the Rotary Club, Soroptomists, Kiwanis, and Lions, often pay for special projects. For instance, 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

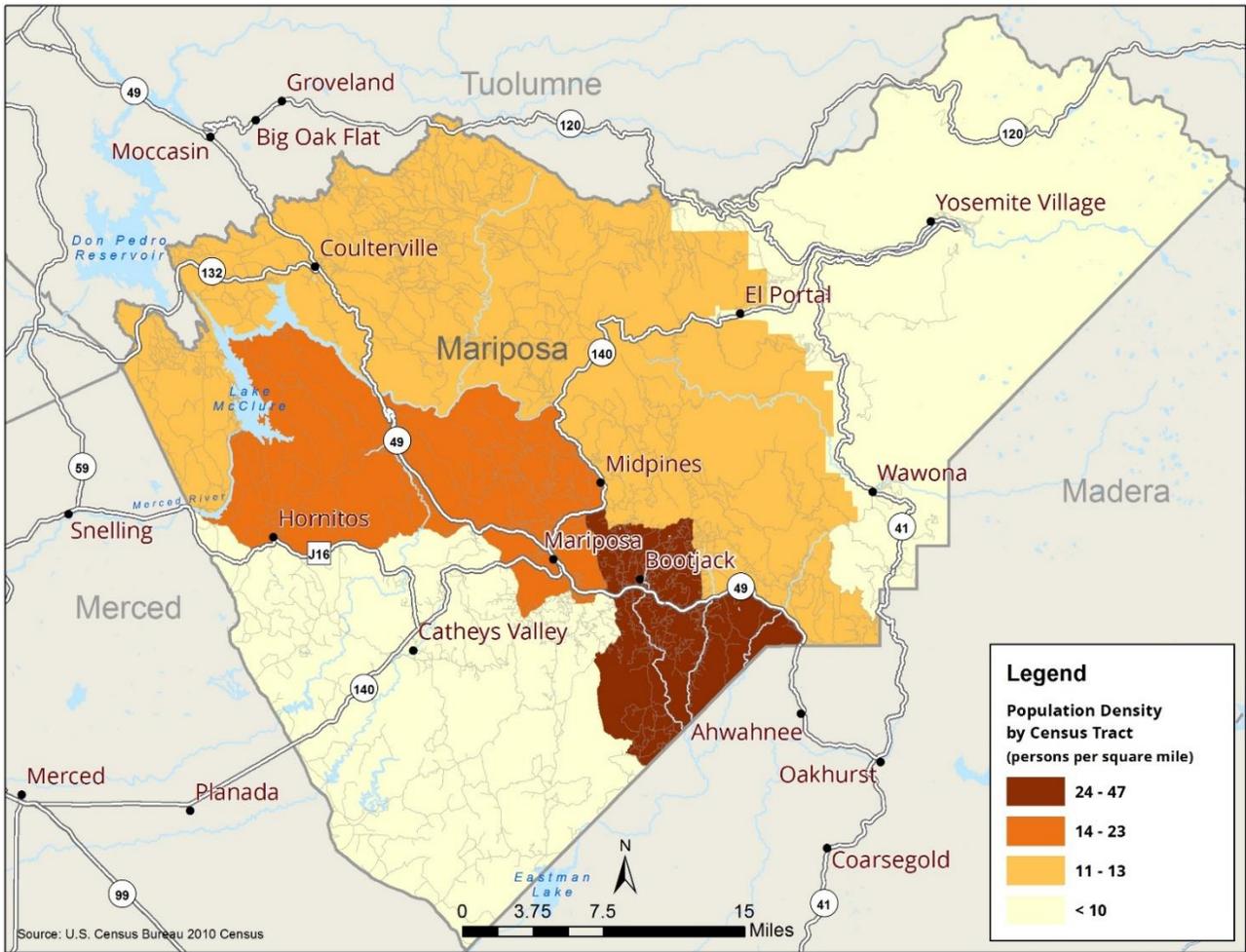
DESCRIPTION AND DEMOGRAPHIC SUMMARY²¹

Mariposa County is located in the western foothills of the Sierra Nevada Mountains and is bordered by Tuolumne County to the north, Madera County to the southeast, and Merced County to the west. The eastern half of the county is the central portion of Yosemite National Park. The county is very rural with a dispersed population. In addition to portions of Yosemite National Park, portions of the Sierra National Forest, the Stanislaus National Forest, and other public lands account for about half of the land area.

Mariposa County encompasses approximately 1,463 square miles in area with a population density of 13 people per square mile as of the 2010 Census. The county contains no incorporated cities in the county. The county seat is located in Mariposa. In the recent past, much of the growth in Mariposa County has come from tourism, mostly related to Yosemite National Park, and from the migration of retirees from urban and suburban areas

²¹ The language and information from this section were taken from Mariposa County's 2008 Coordinated Plan-Human Services Transportation Plan and 2014-2015 Overall Work Plan (Local Transportation Commission)

FIGURE 1 MARIPOSA COUNTY POPULATION DENSITY MAP: CENSUS 2010



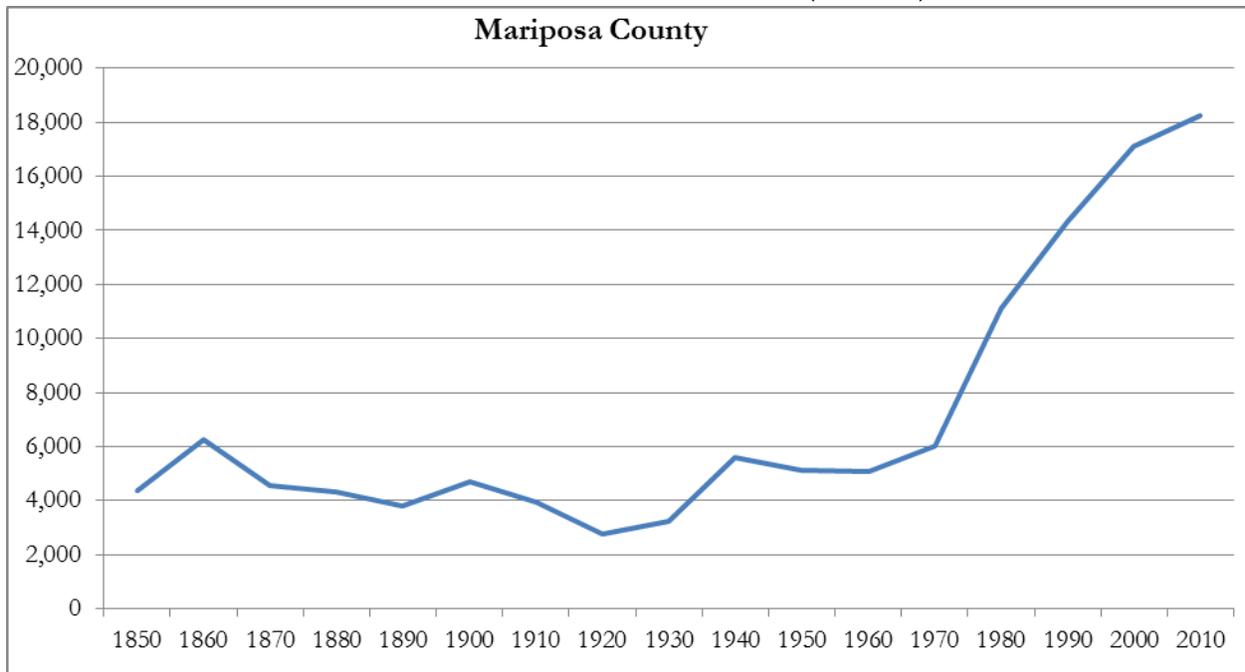
Source: Business Forecasting Center

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 is made up of 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 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, 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.²²

FIGURE 2 POPULATION TRENDLINE IN MARIPOSA COUNTY (1850-2010)



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

²² 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 | - | 13.4% | 12.1% | 15.4% |
| California | 37,659,181 | - | 11.8% | 10.1% | 15.9% |
| Mariposa | 18,061 | 0.05% | 22% | 18.5% | 16.1% |

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

LOW-INCOME RESIDENTS

According to American Community Survey (ACS) 2013 5-Years Estimates, 16.1% of the population in Mariposa County for whom poverty status is determined live below the poverty level. The ACS determines poverty status for different age, race, and gender groups. Mariposa County’s poverty rate is slightly higher than state and national rates.

PEOPLE WITH DISABILITIES²³

According to the American Community Survey (ACS) 2013 5-Year data, 18.5% of the non-institutionalized population of Mariposa County population has a disability, which is higher than the U.S. and California’s population with disabilities (see Table 1). The top three disability issues for those disabled between the ages of 18 and 64 are vision, cognitive, and ambulatory difficulties. For those 65 and older, the top three disabilities issues are hearing, ambulatory, and independent living difficulties.²⁴

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

OLDER ADULTS

To better understand how the older adult population in Mariposa County is changing, please refer to Table 2. Table 2, which is from the California’s Demographic Research Unit, shows population projections for every decade until 2060. Mariposa County’s population under 65 is expected to increase approximately 7%. Also, as is the case nationwide, the population in Mariposa County is aging; however, the county has a higher rate than the U.S. and California.

²³ “Disability.” ACS. <https://www.census.gov/people/disability/methodology/acs.html>

²⁴ The percent figures for the six disability areas were sorted from highest to lowest. The top three numbers were selected for discussion.

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

In 2010, 21% of Mariposa County’s population was aged 65 or older. Between 2010 and 2030, the number of people 65 and older overall is expected to double and by 2060 it is estimated that approximately 33.9% of the county will be a senior citizen. According to the U.S. Census Bureau’s American Community Survey 2013 5-Year Estimate data, 37.7% of the non-institutionalized population in Mariposa County that is 65 and older has a disability.

TABLE 2 POPULATION PROJECTIONS FOR MARIPOSA COUNTY

| Age Group | 2010 | 2020 | 2030 | 2040 | 2050 | 2060 | Population Change 2010-2060 |
|-------------------------|-------------|-------------|-------------|-------------|-------------|-------------|------------------------------------|
| Under 65 | 14,365 | 14,828 | 14,491 | 15,058 | 15,120 | 15,415 | 7% |
| 65-74 (Young Retirees) | 2,269 | 3,436 | 4,269 | 3,099 | 3,508 | 3,272 | 44% |
| 75-84 (Mature Retirees) | 1,177 | 1,678 | 2,593 | 3,261 | 2,458 | 2,875 | 144% |
| 85+ (Seniors) | 382 | 522 | 832 | 1,369 | 1,917 | 1,746 | 357% |
| Total Pop: Age 65+ | 3,828 | 5,635 | 7,695 | 7,729 | 7,883 | 7,893 | 106.2% |
| % Older Adults (65+) | 21.0% | 27.5% | 34.7% | 33.9% | 34.3% | 33.9% | - |

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

3. EXISTING TRANSPORTATION RESOURCES²⁶

This section documents the various transit providers and resources serving Mariposa County residents, including public, private, and social service providers.

PUBLIC TRANSIT SERVICE

MARIPOSA COUNTY: MARI-GO

Mari-Go, which is Mariposa County’s public transit program, is a general public demand response service with designated area routes where riders call in advance to schedule rides and pay fares based on their destination. Vehicle operation is provided weekdays from 8:30 AM to 4:00 PM, except on holidays. All buses are equipped with tie-down straps for wheelchair passengers.

Transit services may be available for County-sponsored events and other activities, such as the Mariposa County Fair and the Butterfly Festival, but arrangements must be made in advance.

Mari-Go has two routes. Note these services reflect the writing of this report and are subject to change at any given time. The following are route details:

North County

The North County provides Tuesday trips to Sonora for shopping and medical trips. Riders must call in advance to arrange transportation. Passenger pick-up for Tuesday Sonora trips starts at 9:15 AM with returning trips leaving Sonora at 2:00 PM. All North County transportation services are contingent on driver availability and/or weather conditions. Fares are \$4 one-way to Sonora.

South County

The following are route details for the South County route, which provides curb to curb service:

- Monday: Hwy 49 North-Bear Valley-Hornitos-Catheys Valley areas
- Tuesday: Mariposa to Merced. Pick up in town and along Hwy 140
- Wednesday: Hwy 49 South-Indian Peak-Usona-Ponderosa Basin-Lushmeadows Areas
- Thursday: 3 Mile Radius of Transit Office (can include Mariposa Airport, Mormon Bar, Ben Hur, parts of Yaqui Gulch, and Old Hwy)
- Friday: Hwy 140 East-Midpines-Triangle Rd-Carter Rd

All South County transportation services are contingent on weather conditions.

²⁶ Language and information in this section was taken from the 2008 Mariposa County Coordinated Plan, 2012 Mariposa County Regional Transportation Plan, and Mariposa County Transit website

ONE STOP CALL-IN NUMBER FOR TRANSIT INFORMATION

The public transit information line was established by the Mariposa County Department of Public Works in response to unmet needs findings in Mariposa County. The automated message on the transit information line allows callers to press a button to have their call transferred to a particular transportation provider. Callers can be connected to Mariposa Public Transit, the medical transportation service for seniors and veterans, Yosemite Area Regional Transit System (YARTS), and Amtrak.

The phone number for this service is 209-966-RIDE.

PRIVATE SERVICE

SIERRA TAXI AND LIMO

Sierra Taxi and Limousine provides taxi service throughout Mariposa County and beyond the county line as needed. The small family-run business has limited capacity but has expressed interest in providing additional service if taxi subsidies can be provided.

SOCIAL SERVICE TRANSPORTATION

MEDI-TRANS

Mariposa County Transit also operates a non-emergency medical transportation service called Medi-Trans for seniors 60 and over for scheduled medical appointments and/or in-office procedures in Mariposa, Merced, Oakhurst, and Fresno. There are no additional fees for those individuals that requires a caregiver/attendant. All Medi-Trans vans are equipped with a ramp and tie-down straps for wheelchair passengers.

The following is the most current fare information:

Roundtrip fare to Merced/Oakhurst/Fresno: \$15.00

Roundtrip fare to Mariposa Clinics: \$5.00

Medical transportation for seniors between Coulterville/Greely Hill areas to Mariposa and back may be arranged by calling the Department of Community Service/Mariposa Transit Office at least two weeks in advance.

The Medi-Trans service is funded by rider's fares, donations, Title III-B Transportation funding through a four-year contract with Area 12 Agency on Aging, and Transportation Development Act (TDA) funding.

AREA 12 AGENCY ON AGING

The Area 12 Agency on Aging is a Joint Powers Agreement between Mariposa, Amador, Calaveras, Tuolumne, and Alpine counties that provides funding to community senior services providers and administers several direct service programs. Area 12 subsidizes transportation for older adults through

the provision of gas vouchers funded through the Older Americans Act (OAA) and the Multi-purpose Senior Services Program.

MARIPOSA COUNTY DEPARTMENT OF HUMAN SERVICES

Human Services encompasses both Social Services and Behavioral Health. Social Services vehicles are mostly automobiles for use by social workers and others on staff, but clients are occasionally transported using one of these vehicles.

Child Protect Services (CPS), which is part of Social Services, has a number of vehicles to transport children in protective services. Children in CPS include foster children and detained children, many of whom are low income. CPS staff members are qualified to drive the van. Children are transported as needed but typically there is at least one trip per day.

MARIPOSA COUNTY UNIFIED SCHOOL DISTRICT

Mariposa County Unified School District provides bus service to K-12 students living within the district. As much as 50 percent of students in the district ride the bus to school and very few walk. Typically the students are transported to schools within the district, but some students are transported to schools in Merced and Madera Counties. The district has 30-40 standard yellow school buses, which transport students along a number of regular routes; there are also a few special needs routes.

The buses typically operate weekdays between 6:00 AM and 8:00 AM for the trip to school and from 2:00 to 5:00 PM for the return trip. The Mariposa County Unified School District provides funding for the vehicles and employs full and part-time drivers.

MARIPOSA HEAD START

Mariposa Head Start is a non-profit organization that provides pre-school services to low-income children age five and younger to prepare them for kindergarten. Mariposa Head Start provides transportation to the school using a van. The van follows a route based on a subscription service and picks up students at established stops within Mariposa County. The transportation program is supported by federal funds through the Head Start program. The van transports students to the Head Start program from August through April. During the summer months the van is used for the migrant Head Start program in Madera County.

MARIPOSA INDIAN HEALTH CLINIC

The Mariposa Indian Health Clinic is a nonprofit organization with a goal of ensuring that Native American elders receive health care services. The clinic provides transportation services for Native American elders primarily for medical appointments, but occasionally for other purposes, on a demand response basis. Most trips are within Mariposa County, but at times trips are provided to neighboring counties for specific types of medical appointments. Transportation is funded through the Mariposa, Amador, Calaveras and Tuolumne Counties Health Board, Inc.

MERCY MEDICAL TRANSPORT

Mercy Medical Transport serves the emergency transportation needs of Mariposa County, using five ambulances that provide both basic life support and advanced life support functions. Everyone is eligible for the service including Medi-Cal patients, people who pay out-of-pocket, or have private insurance. Mercy Medical Transport is funded through client fees, which are sometimes covered by insurance and sometimes paid directly by the client, and through a subsidy from Mariposa County. Patients are primarily picked up in Mariposa County, including Yosemite National Park, and are usually taken to John C. Fremont Hospital in Mariposa, although some patients are taken to hospitals in other areas including Fresno and Modesto, and sometimes as far as San Francisco.

MOUNTAIN CRISIS SERVICES

Mountain Crisis Services is a nonprofit organization that provides shelter and support services to domestic violence victims and their dependents. The Center has a couple of vehicles used to satisfy the various transportation needs of the victims, such as transport to the shelter after an incident, to and from court, transfer to another county for safe housing, medical trips, or mediation services out of the county. Transportation is funded through the Office of Emergency Services (OES) which also provides financial support for the agency. Mountain Crisis Services has one main volunteer who typically drives; however, staff members at the Center are qualified to drive the van.

THUMBS UP!

Thumbs Up! is a community integration program for individuals with developmental disabilities in Tuolumne and Mariposa Counties. The organization's goal is to help its clients live as independently as possible. The Central Valley Regional Center provides funding for Thumbs Up! to transport its clients with a focus on those who are unable to use public transportation on their own between their homes and the Thumbs Up! program. Thumbs Up! also transports program participants to activities and outings in and outside of the county. The organization has a fleet of vehicles staffed by a couple of drivers who transport clients between their homes and the program in the morning and the evening, and program instructors drive the vehicles during the day.

INTERREGIONAL TRANSPORTATION SERVICES

AMTRAK

Amtrak delivers rail passenger service and some bus services between different cities and towns throughout the U.S. There are multiple Amtrak thruway bus stops, which are serviced by the Yosemite Area Regional Transit System (YARTS) in Mariposa County; these stops are in the towns of Mariposa, Midpines, El Portal, and in a few places in Yosemite Park. Mariposa County residents can get Amtrak rail service in Merced; riders can take one of the Amtrak buses in Mariposa County to get to the rail station in Merced.

GREYHOUND

Greyhound is an intercity bus service serving the United States, with some service to Canada and Mexico. Mariposa County residents can access Greyhound service in Merced.

YOSEMITE AREA REGIONAL TRANSIT SYSTEM (YARTS)²⁷

YARTS began providing fixed route transit service throughout the Yosemite region in May 2000. YARTS is a Joint Powers Authority between Mariposa, Merced, Tuolumne, and Mono Counties. It currently operates three routes: two routes on Highway 120 and one on 140.

Route 120 North runs from May to September when conditions allow buses to travel Highway 120 from Sonora to Yosemite. Stops include Sonora and Jamestown, Groveland, Buck Meadows, Yosemite Lakes, Big Oaks Flat and Crane Flat, and the Visitor Center in Yosemite Valley. Route 120 East provides a service along Highways 120 and 395 connecting Yosemite with Mammoth Lakes during June and September weekends and seven days a week in July and August.

Route 140 travels Highway 140 and provides connections between Merced and the Yosemite Valley. Stops along this route include Merced, Catheys Valley, Mariposa, Midpines, El Portal, and Yosemite. Route 140's fall/winter/spring schedule provides multiple runs a day, though not all are offered on weekends or holidays. The summer schedule also provides multiple runs a day, though not all are offered on weekends or holidays. Other destinations include Merced Mall, Merced College, and UC Merced.

YARTS connects with many regional and local transit services including, Yosemite Valley Shuttle, El Capitan Shuttle, Tuolumne Meadows Hikers' Shuttle, Tuolumne County Transit, the CREST bus, ESTA, The Bus, and the Amtrak and Greyhound stations in Merced. YARTS also travels to Merced Airport. Fares are distance based.

Public transit service will be established on Hwy 41 between the city of Fresno and Yosemite National Park.

²⁷ Language and information from this section was taken from the 2014 Public Transit-Human Services Transportation Coordination Plan for Tuolumne County, found here:
http://tuolumnecountytransportationcouncil.org/Tiger_pdfs/CPTP.pdf

4. COORDINATION OF SERVICES

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

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

CTSA's present riders with a range of mobility options by coordinating providers and human and social service agencies. Coordination with multiple providers enables CTSA's to increase the availability and cost-effectiveness of specialized transportation services, attempt to prevent service duplication, and improve the quality and utilization of services. CTSA's also work to increase public awareness of specialized transportation options.²⁸

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

While most rural counties have a designated CTSA, many CTSA's may not have the capacity to properly coordinate transportation and provide other services, including grant writing. This situation often is the result of limited resources.

SUMMARY OF COORDINATED ISSUES RAISED IN THE 2008 PLAN²⁹

BARRIERS TO COORDINATION

Mariposa County's 2008 Coordinated Plan found the following barriers to coordination:

- **Geography:** Several stakeholders talked about spatial and temporal limitations as a barrier to coordination. Geography is an inherent issue for rural counties when it comes to providing

²⁸ Language and information from this section was taken from the 2013 Coordinated Plan Update for the SF Bay Area

²⁹ The information from this section is from Mariposa County's Human Coordinated Public Transit Human Services Transportation Plan from 2008.

transportation as long distances may need to be covered to access services and opportunities. The terrain is also a challenge and can contribute to wear and tear on a vehicle, making it more costly to operate transportation services. Also, a small population and low ridership on some existing services was seen as a barrier because it provided little incentive to coordinate services with other agencies. For example, some of Mariposa County Transit's services have barely enough ridership to support the service.

- **Limited Funding/Resources and Challenges of Applying for Funding:** One of the barriers to coordination is the lack of a sufficient number of vehicles. Some agencies reported they do not have the resources they need for their own clients. With insufficient funding, there is competition for the limited funds that are available, and agencies do not perceive that they will necessarily benefit by sharing their knowledge of different funding sources with the other agencies that are also seeking funds. Many agencies talked about the impact limited funding has on the services they can provide.

Competition for funding was also identified as a related issue. There is a limited amount of funding available for rural transportation projects throughout the state, so not all projects may be approved. Clarifying funding requirements and providing clear information and instruction on how to apply for various funding sources for which agencies may be eligible was seen as a useful benefit for many agencies.

- **Lack of Central Information:** A lack of centralized and comprehensive information was also noted as a barrier. Because Mariposa County Transit's information can be confusing to understand and YARTS service is revised regularly, information becomes outdated quickly. The lack of centralized information means there is no single source for individuals seeking to find transportation options, eligibility requirements, fares, and service hours nor is there a regional directory providing information on transportation services available in the region beyond Mariposa County.
- **Rules/Restrictions/Regulations:** Program eligibility and trip purpose restrictions also make coordination a challenge. Many of the existing services are available to only subsets of the three target populations. As a result, some populations, especially individuals with low incomes, have limited access to transportation resources. Other transportation programs are limited to taking people to/from medical appointments or only to specific programs. Organizations have specific missions, vehicle requirements, and insurance requirements, which makes it difficult to coordinate with other agencies.

DUPLICATION OF SERVICES

Duplication of services refers to the overlap of various transportation services offered not only by general public transit providers but also by human service agencies. Service duplication often exists because multiple human service agencies operate their own vehicles for their own clients, traveling within the same vicinity.

The 2008 Coordinated Plan found there was little duplication because there are few transportation options to begin with. For example, while both Mariposa County Transit and YARTS provide transportation from Mariposa to Merced, YARTS focuses on frequent intercity service along the Highway 140 corridor. Mariposa County Transit, on the other hand, essentially provides a limited lifeline service for Mariposa residents, offering a curbside pickup and personalized round-trip experience. Mariposa County Transit also offers only one weekly round trip between Mariposa and Merced.

Both Medi-Trans and the Mariposa Indian Health Clinic have a focus on transporting seniors. Medi-Trans is flexible and will sometimes provide transportation to non-seniors; the Indian Health Clinic's two vehicles are heavily used during the week providing transportation to Native American elders. Although the clinic staff expressed an interest in coordinating with other services, they acknowledged there may be funding restrictions or requirements that may limit their ability to coordinate.

CONTEMPORARY [2014] COORDINATION ISSUES

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

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

SUCCESSES/PROGRESS IN COORDINATION SINCE 2008

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

Addressing funding constraints and regulatory challenges and issues is beyond the scope of Mariposa County as funding amounts and many of the regulations are determined by state and federal policies.

Transportation providers and other stakeholders continue to apply for funds to maintain, improve, and strengthen services, but grant applications do not always result in funding.

BARRIERS TO COORDINATION IDENTIFIED BY STAKEHOLDERS AND THE PUBLIC

Barriers identified in the last coordinated plan are still issues today for Mariposa County. Additional issues and barriers to coordination and providing transportation services are discussed more in detail below:

- **Resource Constraints**

The single most significant barrier to increased coordination and mobility was identified as the lack of resources (staff, funding, time, and equipment) to pursue such activities. Coordination requires leadership, which requires resources. Also, because rural counties often do not have the large number of public and private agencies that can share resources, coordination opportunities can be limited simply by the number of organizations operating within the region. A lack of software/technology or incompatibilities with software/technology prevent sharing of scheduling and dispatching, client eligibility data, and reports.

- **Rules, Restrictions, Regulations**

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

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

- **Logistics**

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

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

Geography, a small and dispersed population size, isolated communities, the Transit Department's annual operational budget, total ridership numbers to fare box ratio, and unmaintained non-county roads/driveways are significant barriers in providing and coordinating transportation.

DUPLICATION OF SERVICES

Identifying and addressing duplication of services will allow for better services as resources can be reallocated and gaps can be filled. Currently, some transportation providers make trips to similar destinations but on different schedules inside and outside the county.

5. PROGRESS ON THE 2008 PRIORITY STRATEGIES

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

HIGHEST RANKED STRATEGIES AND FIVE YEAR PROGRESS

SUMMARY OF HIGH PRIORITY STRATEGIES IDENTIFIED IN 2008 COORDINATED PLAN

This section summarizes the high priority strategies identified in the last Coordinated Plan.

1. Adjustment/modifications of Mariposa County Transit Northern County route: provide Northern County Transit Service one day per week and coordinate services and appointments for other days of service

Although this strategy was discussed at a workshop and recommended by stakeholders as a priority for the 2008 Coordinated Plan outreach process, it had already been in place for some time before this strategy was suggested. According to Mariposa County Transit Staff, nobody had requested a ride on this service for the first few months. This recommended service/strategy was the result of a collaborative effort between Mariposa County Transit and John C. Fremont Clinic to offer service and coordinate medical appointments.

Benefits of this strategy included expansion of transit services, improved connectivity, and coordination of services and transit, while potential obstacles included the need for additional resources, like staff time and advertising, to promote the service. Due to low ridership, service was discontinued.

2. Expand Community Link as a Transportation Information Resource

Workshop participants indicated that while seniors often receive information about transit by word of mouth through the senior center, there was a need to increase awareness about transit services among other populations, including individuals with disabilities and people with limited incomes. It was suggested that using an existing information and referral service, such as Community Link,³⁰ which is run by Mariposa County Safe Families, could help reach more people. Since Community Link already provided information to the public on a variety of county services in different ways, it could concurrently inform people about transit resources.

³⁰ Community Link currently helps Mariposa County residents locate a variety of services and opportunities including business and consumer services, clothing and food services, counseling/crisis services, disaster services, education and training, employment services, financial assistance, family/community services, health/medical and mental health services, legal services, and shelters.

Another task associated with this strategy included integrating 209-966-RIDE telephone information service with Community Link. If the phone number could be routed to Community Link, staff could provide more comprehensive transportation information and direct callers to the appropriate provider. Mariposa County Safe Families is the designated 211 telephone referral information service provider for Mariposa County, and once the service is established, all local phone numbers for information and referral, including transportation assistance, could be replaced by 211.

This strategy proposed to expand Community Link’s information and referral services and help advertise and market Community Link as a source of transportation information. Other proposed efforts included updating the Community Link website and the printed directory to include comprehensive information on all of the transit options including Mariposa County Transit, YARTS, human service transportation providers, and the connecting regional transit services in neighboring counties. Community Link staff could be trained on the county’s transportation system so that they could inform clients about their various transportation options, particularly when a transit service is specifically suited to the client’s needs (e.g., if the client lives in Bear Valley and is inquiring about medical services in Mariposa, the Community Link staff person could tell that client that Mariposa Transit offers demand response service to and from Bear Valley on Mondays).

Possible benefits of this strategy included improved access to and awareness of transportation resources, improved coordination between service providers and transit, and other help for human service agencies and clients. Potential obstacles and challenges of this strategy included challenges of developing, maintaining, and updating information and the need for leadership to be in charge of this resource.

3. Hold Quarterly Transportation Workshops with Agencies and Transportation Providers

The outreach process of developing the 2008 Coordinated Plan allowed for sharing of information about programs and transportation services in person during the community meeting(s). Although representatives of agencies meet from time to time in different forums to share information about client needs, health care needs, educational opportunities, and funding issues, there are few opportunities outside of SSTAC that exist for agency staff to convene to discuss coordination of services based on transportation. Furthermore, many agency staff are unaware of the availability of public transit services or complementary human service agency transportation programs that might benefit their own clients.

Bringing together the array of transportation providers and agency staff at a transportation workshop was a recommended strategy to provide information via word-of-mouth. Recommendations for a regular meeting or workshop included travel training information, materials from each of the transportation programs that serve the residents of Mariposa County, a roundtable on transportation coordination issues (and opportunities to implement elements of this plan), and could also feature discussions on grant applications for joint vehicle or software purchases.

The quarterly workshop would potentially be held in conjunction with the quarterly SSTAC meeting. After the SSTAC meeting is adjourned, participants could be invited to share information about their transportation programs, identify opportunities to work together, and discuss how they can better service the residents of Mariposa County.

Benefits of this strategy include improved coordination, an opportunity for a variety of stakeholders to meet face-to-face to share program information, and allow for people to be updated on transit services and issues. While this strategy was seen as a way to improve transportation service, the strategy requires leadership and responsibility to organize and host these meetings.

4. Replacement and Expansion of Vehicle Fleet and Capital Equipment for Transportation Programs and Transit Agencies

Vehicle replacement is seen as a critical function for the continued operation of public and agency transportation service. As vehicles age, they become less reliable and have higher operating costs because they are less efficient and require more maintenance. All transportation providers must replace vehicles and some must expand their fleets to address higher levels of demand.

Organizations and agencies for which this would be an appropriate strategy include Mariposa County Transit, YARTS, the Central Valley Regional Center (for its contract providers), and other human service transportation providers that address the needs of older adults, low-income residents, and people with disabilities.

Implementation of this strategy requires a collaborative approach among local human service transportation providers and sponsors to develop a county-based or regional program to replace or expand capital equipment. Components of a capital improvement program would include the following:

- 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, and curb cuts
- 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 and identification of applicable funding 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.

Benefits of this strategy include reduced operating costs when older vehicles are replaced by new vehicles, improved service reliability, and allowing agencies to address needs and gaps by increasing

service capacity and coverage. Potential obstacles of this strategy include the difficulty of applying for capital funds as well the resource intensive nature of applying for grants/funds.

PROGRESS IN PRIORITY STRATEGIES AND OTHER RELATED UPDATES

UPDATE ON HIGH PRIORITY STRATEGIES

Mariposa County's high priority strategies from the last coordinated plan have not been addressed. The first strategy of adjusting Mariposa County Transit Northern County route was a strategy implemented around the time the first coordinated plan but was not successful because of difficulties advertising the service. The service from North County to the County Seat of Mariposa was terminated after a total of six (6) months of non-usage. According to the staff that is still present from that time period, it was heavily marketed by JC Fremont Clinic staff and Community Services Department staff with the posting of transportation flyers at strategic locations within the Mariposa County side of the Lake Don Pedro area, Coulterville and Greeley Hill.

OTHER NOTABLE UPDATES

Since the 2008 Coordinated Plan, the following changes have occurred that may impact coordination, the priority strategies, and other issues related to transportation services:

- **2010:** TPG Consultants updated the Transit Marketing Plan³¹
- **2011:** Since December 2011, a Memorandum of Understanding (MOU) between Mariposa County Human Services and Mariposa County Transit for demand response transportation services has been in place.
- **2013:** A resolution was passed in June 2013 for the implementation of a mobility management program. A mobility management program is a strategy for addressing unmet needs and gaps. The 2011 Short Range Transit Plan lays out the mobility management program in great detail. The function of the Mobility Manager will include the operation of existing Mari-Go transit services and the following other functions:
 - Providing marketing and outreach through printed information, a website, telephone, and in person
 - Providing trip planning and travel navigation assistance
 - Oversight and implementation of a transportation voucher program
 - Providing vehicles and drivers for scheduling of special group transportation
 - Coordinating transportation activities with different organizations and agencies
 - Coordinating a volunteer driver program
 - Participating in and assisting to convene quarterly coordination meetings/workshops

³¹ April 2010 SSTAC meeting minutes

- Oversee a senior driver safety training program³²
- **2013:** Medi-Trans expanded service to Oakhurst³³
- **2014:** There is an MOU in the approval process between Mariposa County Probation and Mariposa County Transit to help address transportation needs within the County.

OUTREACH

The following lists some of the outreach efforts by Mariposa County Transit outreach in the past four years to promote transportation services and coordination:

Community Meetings & Civic Events: to raise awareness of Mariposa County’s Dial-a-Ride system:

- Mariposa Safe Families (MSF) annual “Safe At Home-Mariposa” and monthly MSF Board meetings
- Mariposa County Department of Community Services annual “Senior Health Fair and Expo” held in May
- Mariposa Senior Activity Center-Ice Cream Social and Golden Agers meetings
- John C. Fremont District Hospital meetings & Foundation monthly meetings
- Area 12 Agency on Aging’s “Lunch and Learn” sessions
- Poverty Reduction-Bridges Project committee meetings
- Low Income Housing Meetings

Social Services Transportation Advisory Council (SSTAC) meetings

Outreach to Mariposa County Human Services, Mariposa County Behavioral Health, and Mariposa County Probation on Mariposa County Transit’s Dial-a-Ride services

Mariposa County Local Transportation Commission’s Annual Unmet Transit Needs Hearing

Mariposa County Commission on Aging meetings

Transit Flyers posted at numerous places within Mariposa County

³² Language and information was taken from the 2011 Short Transit Plan for Mariposa County and a Resolution from the Board of Supervisors in 2013. The resolution is found here: <file:///C:/Users/nahsan/Downloads/Snapshot-7243.pdf>.

³³ October 2013 SSTAC meeting minutes

6. SERVICE GAPS AND UNMET TRANSPORTATION NEEDS

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

KEY ORIGINS AND DESTINATIONS³⁴

Key services and many other important origins and destinations in Mariposa County are concentrated in the county seat, Mariposa, which is located in the center of the county. Thus, it is common for people seeking local medical, social, and educational services to travel to Mariposa. However, Mariposa does not always provide enough options and many must travel outside the county for medical services, educational opportunities, and other opportunities to places like Merced, Fresno, and Oakhurst. Yosemite National Park is also a key destination, not just for tourists, but for residents of Mariposa County who work in or around the park. The northern part of the county does not offer many services, so those residing in the area may travel to destinations in other parts of the county or to Sonora in Tuolumne County.

The sections below summarize key origins and destinations for different areas of the county as well as important out-of-county destinations.

Central Mariposa County

The county seat of Mariposa is located in the center of the county. The area around Mariposa has the highest population density in the county, and many trips are made exclusively within this area. The key destinations include the only hospital in the county, several major employers, schools, stores, the senior center, senior housing, and the majority of the county's social services. The concentration of services, businesses, and other destinations make it the de facto transit hub for the county. Daily demand response service is provided within the area. Services are also provided to other towns in the county, including regular transit service from Mariposa to both Merced and Yosemite National Park.

Eastern Mariposa County

Yosemite National Park covers the eastern part of Mariposa County, which is a major tourist destination and also the location of several major employers in the county. Transit access is available only via YARTS into the park, which has multiple runs per day from Merced going through Mariposa and into Yosemite.

The far eastern portion of the county, including Wawona and Fish Camp, is most easily accessed from the central part of the county via Highway 41, through Oakhurst in Madera County. Thus, most residents in the eastern portion of the county travel outside of Mariposa County to Oakhurst for goods

³⁴ Language and information from this section was taken from the 2008 Mariposa County Coordinated Plan

and services. Oakhurst is also identified as a major destination for shopping. Employment in this area is mainly within Yosemite National Park at Tenaya Lodge, other tourism-based businesses, and in Oakhurst.

Northern Mariposa County

Medical, retail, and social services are limited to northern Mariposa County. In addition, weekly transit service is available between Coulterville and Sonora, providing north county residents access to medical, retail, and social services in Sonora. However, regular transit service to the county seat of Mariposa is extremely limited. Many need to travel to Mariposa for social services, to attend court, or to visit their probation officer. This can be extremely difficult for those without access to a car. Community advocacy groups have recognized the need for a family resource center located in the north county, in addition to regular transit service between the northern portion of Mariposa and the county seat.

Outside Mariposa County

In addition to Tuolumne County and Oakhurst in Madera County, Mariposa County residents travel to hospitals in Fresno, Madera, and Merced. Merced is also a major destination for educational and job training services, especially at Merced College. The University of California, Merced is also a key destination. Other destinations include transportation services, such as Amtrak in Merced and the airport in Fresno.

To summarize, key destinations for transit dependent populations are:

- Medical facilities, including hospitals and clinics
- 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 colleges³⁵

EVALUATION CRITERIA

The Transportation Development Act's (TDA) view on unmet needs influenced one of the ways this report looks at unmet needs and issues. According to the Transportation Development Act, prior to allocating funds, rural counties are required to hold a minimum of one public hearing to receive

³⁵ Language and information was taken from SACOG's "Lifeline Transit Study." Found here: <http://www.sacog.org/transit/lifelinetransitstudy.cfm>

comments on unmet transit needs that may exist and that might be reasonable to meet. Local entities define “unmet transit needs” and “needs that are reasonable to meet;” these definition are used by local Social Services Technical Advisory Councils (SSTAC) in recommending transportation services to the local transportation commission. The following passages are portions of these definitions:

The Mariposa County Local Transportation Commission (LTC) has defined an Unmet Transit Need as “reasonable to meet” if the following conditions prevail:

- New, expanded, or revised transit service, if implemented or funded, would not cause the operator to incur expenditures in excess of the maximum amount of Transportation Development Act (TDA) funds available to the County of Mariposa.
- The proposed transit service does not duplicate transit services currently provided by either public or private operators.
- Support exists as demonstrated through the public hearing process or other means of communication for the proposed service.
- New, expanded, or revised transit service, if implemented or funded, would allow the responsible operator to meet the TDA required rural area farebox and revenue ratio of 10 percent (or higher percentage as determined by the LTC) for the overall system. In addition, service will be considered reasonable if the projected average cost per ride, by type of service can be provided at a cost no higher than 10 percent above the average cost per passenger by type of service within Mariposa County for a period no longer than a year.
- There is supporting data to indicate sufficient ridership potential for the new, expanded, or revised service.
- The proposed transit service shall have a reasonable expectation of future demand and available funding on a long-term basis to maintain the service.
- Is needed and would benefit either the general public or the elderly and disabled population as a whole.

Note that comparing unmet transit needs with the need for streets and roads shall not make the determination of whether an unmet transit need is reasonable to meet.³⁶

GAPS, CHALLENGES, AND UNMET TRANSIT NEEDS³⁷

The vast distances traveled between some of the origins and destinations and limited transportation options to connect origins and destinations are factors that lead to most of the gaps or unmet needs in Mariposa County. Although transportation services have expanded over the years, some areas of Mariposa County are not accessible by transit and most communities, especially those not served by

³⁶ Language and information taken from the 2012 Regional Transportation Plan

³⁷ Language and information from this section was taken from the 2008 Mariposa County Coordinated Plan

YARTS, have only basic lifeline transit services. The following issues were identified as gaps in transit service:

Service Limitations

Weekday service from Mariposa County Transit is limited and no service is provided on weekends. Demand response service for the communities of Bear Valley, Hornitos, and Bootjack to Mariposa is only available one day per week, and transportation between Mariposa and the northern part of the county is extremely limited. While both Mariposa County Transit and YARTS provide transit service between Mariposa and Merced, Mariposa County Transit provides only one round trip per week. Because YARTS provides daily roundtrips between Mariposa and Yosemite National Park and runs are typically only scheduled in the mornings and evenings, passengers often have long waits for return trips.

Mariposa County has one taxi provider at the present time, but also has a history of failed taxi services that were unable to operate profitably or with adequate insurance. Although Sierra Taxi provides some limited services throughout the county, many stakeholders were not aware of the service and some said that more taxi services are needed, but they are difficult to provide given the rural geography and limited road network.

Other issues were as follows:

Hours and Days of Operation: Transit services, as well as social services transportation, typically operate during business hours Monday through Friday. Survey respondents mentioned needing transportation services on weekends and outside of the 8am-5pm window to travel within and outside the county for shopping, recreation, social service related trips, educational opportunities, and jobs.

Service Area: Service to and from different areas that might not be served by existing services was identified as a need.

Lack of Vehicles

Many social services organizations have limited resources, limiting the transportation services that can be provided. For example, when Head Start's only vehicle is being used for field trips, staff report that they have nothing else to provide needed services. Other organizations have no vehicles, but have clients who require transportation. For example, John C Fremont Hospital has no vehicle to provide transportation to patients. However, hospital staff indicated they would like to purchase a wheelchair-accessible van to provide transportation between the hospital and a patient's home, particularly for people who used skilled nursing services and who are incapable of taking care of themselves.

The main limitation to purchasing additional vehicles is limited funding. Better information about the availability of grants and how to apply for them could be very helpful for small agencies in Mariposa

County. Coordination of existing vehicle resources may also be an option for reducing the need for additional vehicles.

Transit Accessibility

Difficulty accessing transit services is a challenge for many in the county. Factors contributing to poor transit access include the distance of residents' homes from bus routes, hilly terrain, and poor quality roads. One stakeholder noted that in some portions of the county, residents must ask a family member or a neighbor for a ride to a location where they can access a bus.

Discontinuous pedestrian facilities and a lack of accessible pedestrian infrastructure were identified as mobility barriers and potential safety issues. While continuous pedestrian infrastructure is not expected given the rural nature of the county, several stakeholders noted that it can be difficult or unsafe to get around as a pedestrian, even in the places like the county seat of Mariposa. Sidewalks are not contiguous, even in the central shopping district. This can inhibit transit access, particularly for people using mobility devices such as wheelchairs. Additionally, not all transit vehicles are equipped with wheelchair lifts or low floors. In addition to these issues, fragile health status also makes accessibility a challenge.

Availability/Quality of Information

Stakeholders and the public mentioned wanting information that is easy to read and understand about different social services, eligibility requirements, transportation information, etc. Lack of knowledge of existing services is a barrier to mobility and contributes to perceived unmet needs. Marketing is also important as many members of the general public are not aware that Mari-Go can transport them. It was mentioned during the outreach meeting that the transportation programs are referred to as “senior buses,” giving people the impression that the transportation programs are only for seniors. For example, although Mari-Go is a demand response service, it runs on designated routes depending on the day of the week. Comments received during the outreach process indicated that some people weren't aware of Mari-Go.

Much of the information about transit services in Mariposa County is provided by word-of-mouth, but there is also information online and over the phone. Mariposa County Transit distributes transit information to seniors through the senior services center, but marketing the service to the general population is challenging because of limited technology and the dispersed nature of the county. Additional stakeholder feedback related to the availability and quality of transit information in Mariposa County included the following issues and suggestions:

- Mariposa County Transit information is not widely distributed, but the service is included on the 966-RIDE telephone line and there is some information on the County website.
- Although YARTS has fare and schedule information available online, not everyone in the county has access to the internet.

- Stakeholders suggested that the media (such as TV, radio, and community newspapers) should be utilized to present information.
- Transit information in Spanish would be desirable.

Limited Capacity and Demand for Transit Services

An increasing number of people are turning to transit services in rural areas for different reasons, such as challenges with mobility and gasoline prices. Increased demand for transit services may require additional capacity for YARTS in the future. Also, because Medi-Trans sometimes becomes overbooked, it must deny rides to callers. Reliability is reduced when customers cannot depend on transportation due to service capacity. Additional vehicles, improved scheduling efficiency, or increased coordination with other services or organizations could help to alleviate this problem.

Aging Population

Mariposa County has been seeing an influx of retirees, which has contributed to driving up housing costs and displacing the younger population. This raises the median income and has a potential impact on the level of federal assistance available to the county. Many of these senior retirees will eventually cease driving and find public transportation options more limited than those in urban areas.

Funding for Operations and Capital Needs

The issue of funding is multi-faceted: resources are limited and resources can be difficult to obtain because of eligibility requirements. For example, an agency must operate a vehicle purchased with 5310 funds for at least 20 hours per week. An agency with a small staff is often unable to find individuals to operate their vehicles, or is unable to pay expenses for the day-to-day operation and maintenance of vehicles due to limited funding. Furthermore, with increased gasoline prices, several agencies indicated that controlling costs has become more challenging. In a sparsely populated and very rural county like Mariposa, it can be difficult to find local funding partners because most employers are small businesses, and many private businesses tend to focus their resources on amenities and services for tourists.

In addition, coming up with match funding for capital or operating costs can be difficult, both for small agencies and public transit operators. Obtaining funding through grants and other sources that have specific requirements leaves Mariposa out. As a result, transportation providers in Mariposa County emphasize that often transit programs are easy to start but difficult to sustain.

Driver Scarcity: Discussion at the outreach meeting in October 2014 brought up the issue of driver scarcity. The limited number of drivers was a challenge to delivering transportation services, particularly for Mari-Go. One possible reason could be connected to the amount of wages and benefits paid; there appears to be a disparity in the amounts different drivers are paid.

REASONABLE TO MEET

The following issue is considered “reasonable to meet,” meaning Mariposa County and other agencies may have the capacity to address this issue before the next coordinated plan update.

- **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 unmet needs and challenges. Creative and simple solutions to marketing have the potential to address some gaps and increase ridership. Transportation services in Mariposa County are often referred to as the “Senior Buses.” Posting advertisements on the bus or coming up with a new name to post on the bus may increase ridership.

UNREASONABLE TO MEET

Below is the list of unmet needs, discussed in the previous section, that were identified during the public outreach and survey processes that were not considered reasonable to meet at this time.

- **Service Limitations**
- **Increased Connectivity/Service Areas**
- **Lack of Vehicles**
- **Funding for Operations and Capital Needs**
- **Driver Scarcity**
- **Limited Capacity and Demand for Transit Services**
- **Transit Accessibility**

These issues cannot be immediately addressed in the next few years because of resource limitations, regulatory challenges, and the challenges associated with providing transportation services in a rural county like Mariposa, some of which were discussed previously. Unless policies change and Mariposa County receives significant resources to address these issues, these unmet needs may not be addressed for a long time.

7. IDENTIFICATION OF STRATEGIES AND EVALUATION

EVALUATION CRITERIA

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

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

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

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

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

This question also brought up additional concerns for consideration.

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

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

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

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

IDENTIFICATION OF STRATEGIES

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

TABLE 3 REASONABLE TO MEET UNMET NEED(S)

| Transit Need | Area | Notes |
|---|------------------------------|---|
| Gaps in knowledge about existing services | Marketing/Outreach/Education | Low cost/no cost strategies should be implemented to increase the public’s knowledge of services and confidence in taking services. |

PRIORITY STRATEGIES

The following is a list of strategies for Mariposa County to pursue until the next coordinated plan. Not all strategies directly connect with reasonable to meet unmet needs but are strategies to help maintain current services and help address other gaps and issues.

TABLE 4 MARIPOSA 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/assessment |
| Strategy 4 | Establish a Mobility Management staff position |

8. IMPLEMENTATION PLAN FOR RECOMMENDED STRATEGIES

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

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

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, Mariposa County transit providers should be sure that funds exist for the forecasted future to maintain the current level of services provided.

It is also important to monitor and evaluate services to make sure they are as efficient and productive as they can be given operating conditions in Mariposa County. Evaluating transit service could allow for service modifications and other solutions that can be cost effective within the existing budget. For example, instead of operating eight hours in one stretch, Mari-Go can break up services in multiple segments over the day.

Because of Mariposa County's small population, regulatory challenges, resource constraints, and other issues, the county does not qualify for or have the capacity to apply for some funding sources. It appears that Mariposa County could use additional resources to sustain services. 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.

Strategy 2: Multi-organizational approach to solutions

This strategy calls for maintaining and establishing more communication, connections, and collaboration among various stakeholders inside and outside the county (i.e. community development, health and human services, other government agencies, non-profits, and private businesses) to come up with solutions to transportation and other related issues by coordinating services, sharing information and resources, and applying for funding. This can be done by the creation of an email list serv, holding a meeting once or twice a year, or inviting each other to existing meetings to help others stay in the loop about resources and different issues and to participate in coordination activities.

Members of the public and various stakeholders may not be able to commit to joining a committee like SSTAC but participation in an occasional meeting would be more realistic. 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. The individual or agency in charge of this endeavor will have to actively engage in outreach to make the initiative meaningful. This strategy is connected to the mobility management position.

Another recommendation for this strategy is increased support (i.e. financial and staff.) for Community Services, the current public transit provider in the county, to strengthen its capacity as a transit provider and coordinator/mobility manager.

Strategy 3: Increase outreach and education about transit services/marketing of transit services

This strategy calls for the creation/implementation of a marketing plan about different services offered. Support may be necessary to update and implement the county's Transit Marketing Plan. Marketing and outreach can also take shape through improved communication between various stakeholders. Working with the staff of social services agencies and non-profit organizations. Stakeholders mentioned communication as one of the barriers to coordination and accessing important information about transportation services from a central location. Gaps in knowledge about services lead to perceived unmet needs and other issues and can be a barrier to mobility.

Strategy 4: Establish a Mobility Management staff position

The implementation of a Mobility Management or Transit Specialist position has the potential to address multiple unmet 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 service/schedule information.

This strategy could lead to more efficient, cost effective solutions. The following are proposed tasks for this position:

- 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
- Participate in and assist to convene coordination meetings/workshops

- Apply for grants
- Organize travel training
- Organize workshops on different topics related to transportation, including vehicle maintenance
- Oversee a senior driver safety training program

This position can increase efficiency of existing transportation services through evaluative methods and improve traveler information on all available transportation services. Another recommendation for this strategy is to provide additional resources and support to the Department of Community Services in Mariposa County to strengthen its capacity and role as a Mobility Management function.

SUMMARY AND NEXT STEPS

This Coordinated Public Transit and Human Services Transportation Plan was produced to meet the requirements for MAP-21 and provide data, information, and recommendations to local governments, service providers, community-based organizations, advocates, community residents, and other stakeholders to address the needs for mobility and transportation options among the area's seniors, people with disabilities, and low income individuals. 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 Mariposa County residents



| | |
|-----------------|---|
| Date | Tuesday, October 28, 2014 |
| Time | 6:00pm-7:30pm |
| Location | Government Center Board Chambers 5100 Bullion St. Mariposa, CA |
| What | We will discuss the update of Mariposa County's Coordinated Public Transit-Human Services Transportation Plan. Mariposa County is encouraging the community to provide input on the new plan and share thoughts on social service transportation needs/issues |

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

Can't Make It?



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

TOLL FREE NUMBER
844-462-9040



Email Comments
coordplan14@pacific.edu

Online Survey
Give input online through our survey:
[https://
www.surveymonkey.com/s/
mariposacpl4](https://www.surveymonkey.com/s/mariposacpl4)



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

**All Comments due:
Monday, 11/7/2014**

Please contact Barbara Carrier at 209-966-5356 or bcarrier@mariposacounty.org in advance if you need assistance getting to the workshop, will need language interpretation, and/or other assistance for the meeting. Best efforts will be made to accommodate you but not guaranteed.

**Coordinated Public Transit-Human Services Transportation Plan
Public Survey: Mariposa County
15 Respondents**

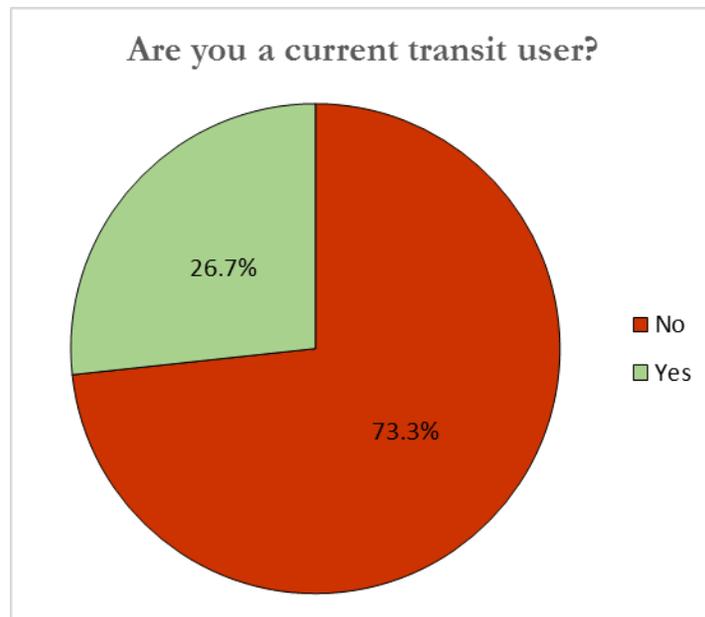
Location and Transit Use

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

| Zip Code | Location | Count | % |
|----------|----------|-------|-------|
| 95338 | Mariposa | 13 | 86.7% |
| 95345 | Midpines | 1 | 6.7% |
| 95341 | Merced | 1 | 6.7% |

15 Respondents total

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



15 Responses (Yes 4, No 11)

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 | 7 | 77.8% |
| Too expensive | 3 | 33.3% |
| Doesn't go where I need to go | 2 | 22.2% |
| Doesn't run often enough | 2 | 22.2% |
| No transportation service where I live | 1 | 11.1% |
| Takes too long | 1 | 11.1% |
| I don't feel safe | 0 | 0.0% |
| Don't know the routes/where it goes | 0 | 0.0% |
| Unreliable service(s) | 0 | 0.0% |
| Physical disabilities/mobility issues make it hard | 0 | 0.0% |

10 Responses

4. What factors would make you become a transit user? (Skip logic question)

Respondents mentioned the following factors that would make them more likely to use public transit:

- **No vehicle access:** Most people who answered this question mentioned they would take transit if their vehicle broke down, no longer had access to their vehicle, or couldn't drive anymore
- **Lower Cost:** If services cost less
- **Health:** One respondent said they would use transit because of old age or illness

5 Responses

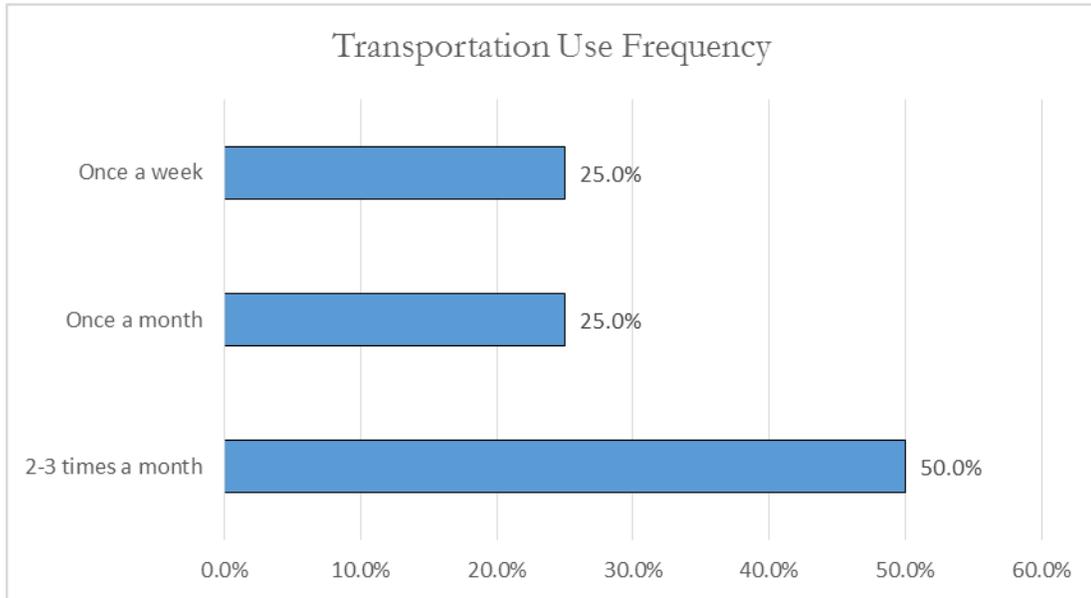
Transit Use Patterns

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

| Answer Options | Percent of Respondents | Count |
|---|------------------------|-------|
| Public bus/van service (flex/fixed route) | 75.0% | 3 |
| Dial-a-Ride (DAR) | 50.0% | 2 |
| Medical van | 25.0% | 1 |

4 Responses

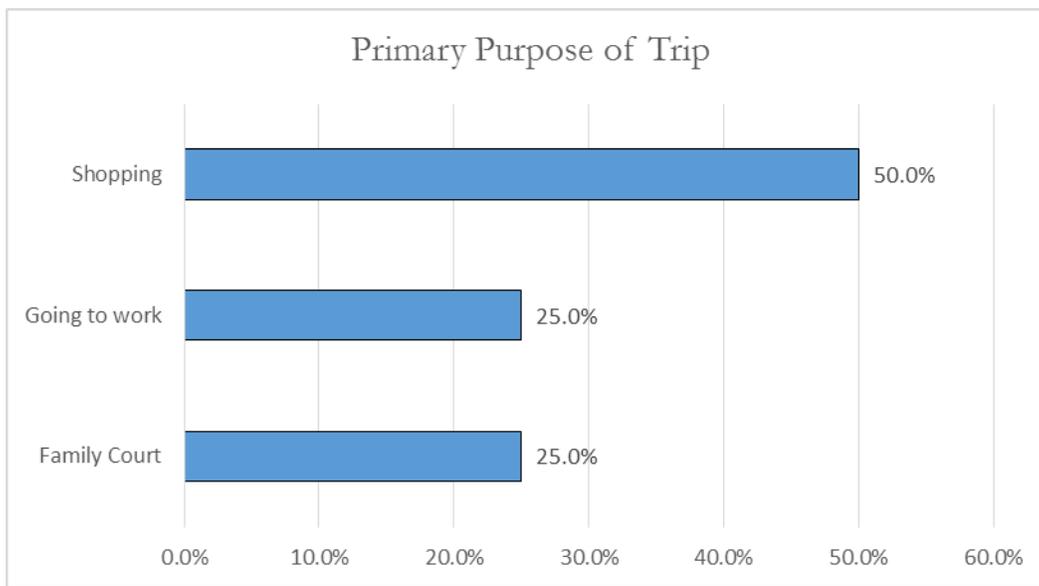
6. How often do you/have you use transportation services in your county in the past year?



4 Responses

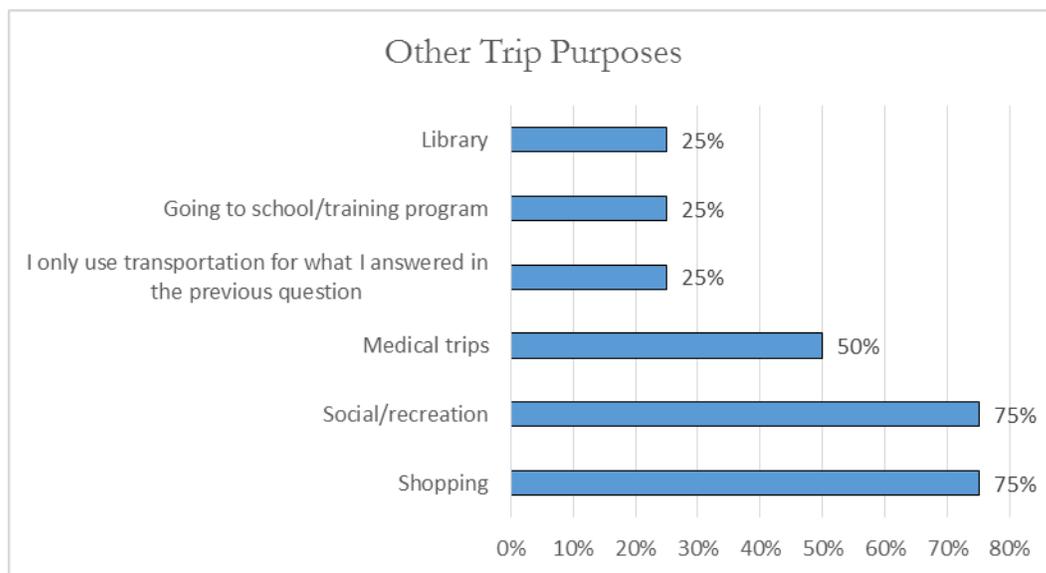
Trip Purpose

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



4 Responses

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



4 Responses

Transit Improvement

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

| Answer Options | Not Important | Somewhat Unimportant | Neither important or unimportant | Somewhat Important | Very Important | Rating Average | Response Count |
|---|---------------|----------------------|----------------------------------|--------------------|----------------|----------------|----------------|
| <i>Service area within my county</i> | 0 | 0 | 0 | 4 | 6 | 4.60 | 10 |
| <i>More frequent service</i> | 0 | 0 | 2 | 1 | 6 | 4.44 | 9 |
| <i>On-time performance</i> | 0 | 0 | 2 | 1 | 6 | 4.44 | 9 |
| <i>Later evening service</i> | 0 | 0 | 1 | 5 | 4 | 4.30 | 10 |
| <i>Access to transit information</i> | 0 | 1 | 1 | 2 | 5 | 4.22 | 9 |
| <i>Service between different counties</i> | 1 | 0 | 1 | 2 | 6 | 4.20 | 10 |
| <i>Earlier trips in the morning</i> | 1 | 0 | 1 | 2 | 5 | 4.11 | 9 |
| <i>Service to major cities</i> | 1 | 0 | 2 | 2 | 5 | 4.00 | 10 |
| <i>Weekend service</i> | 1 | 0 | 0 | 6 | 3 | 4.00 | 10 |
| <i>Faster Service to my destination</i> | 1 | 0 | 0 | 7 | 1 | 3.78 | 9 |

10 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.

The following comments were received:

- Cannot get home from Merced at night. Classes at school go past 6pm.
- It is already difficult to schedule doctors’ appointments and things like that without having to schedule them on a specific date so that way someone can have transportation. That could potentially push a patient’s visit out a week or more just because they do not have transportation. Also, what about families who only have one vehicle and it is in the shop? They have no way to get to work which in turn means that they will not have money to get their car fixed, pay rent or buy groceries.

2 Responses

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

- Funding for this program is vital for those who need it.
- night service for Mariposa, regardless of Yosemite...
- I think that a transportation service with frequent/consistent stops would benefit Mariposa. If people think they have to call/schedule a ride, it will make them less likely to use the service. Whereas, if people know that a bus stops at Bootjack Market at ___ time every ___ day, they would be more likely to use it and refer it to friends. I think that the transportation should have specific stops that it goes to every so often instead of on demand.

3 Responses

Background Information

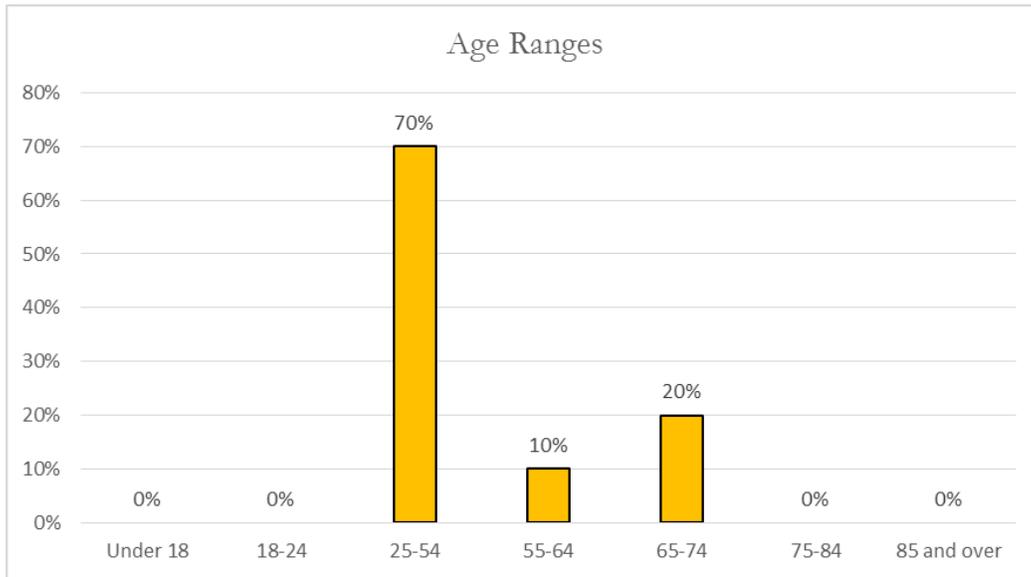
12. Which of the following best describes your current employment status (check all that apply)?

| Status | % of Respondents | Count |
|--------------|------------------|-------|
| Employed | 60.0% | 6 |
| Retired | 20.0% | 2 |
| Unemployed | 10.0% | 1 |
| Nonprofit ED | 10.0% | 1 |

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

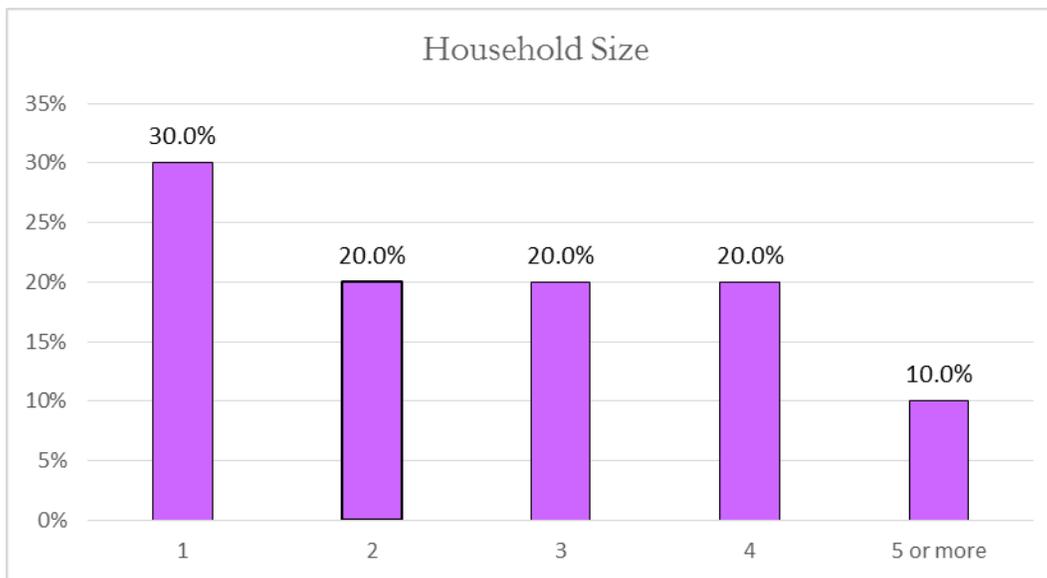
10 Responses

13. What is your age range?



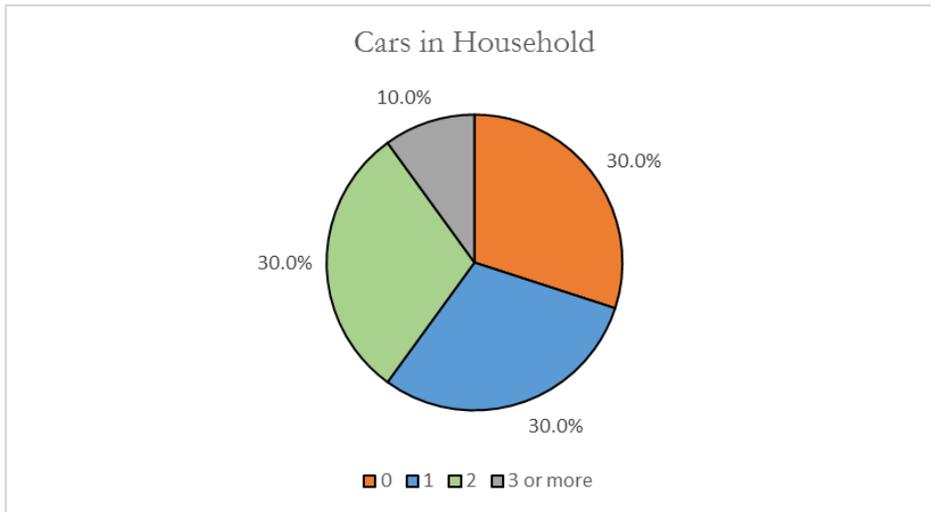
10 Responses

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



10 Responses

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



10 Responses

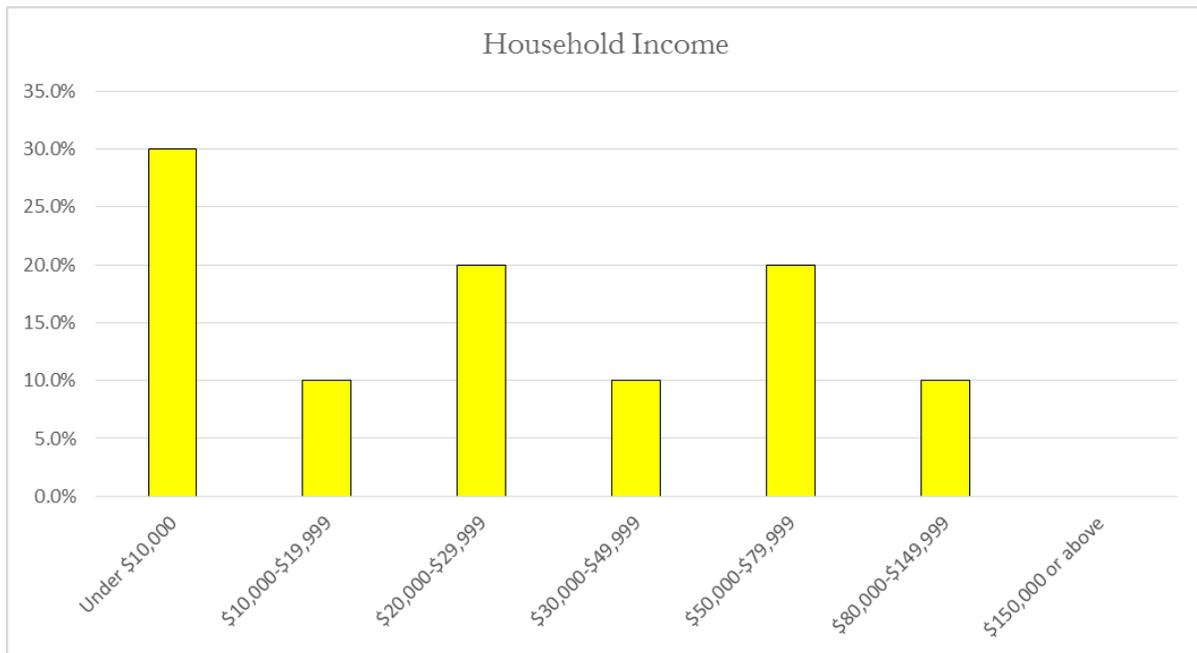
16. Measuring disability: Do you have any conditions or limitations that affect your performance or quality of life? (Check all that apply)

| Answer Options | % | Count |
|--|-------|-------|
| <i>I do not have a disability</i> | 87.5% | 7 |
| <i>Ambulatory difficulty: have serious difficulty walking or climbing stairs</i> | 12.5% | 1 |
| <i>Vision difficulty: blind or have serious difficulty seeing</i> | 12.5% | 1 |
| <i>Hearing difficulty: deaf or have serious difficulty</i> | 0.0% | 0 |
| <i>Independent living difficulty: because of a physical, mental, or emotional problem, having difficulty doing errands alone such as</i> | 0.0% | 0 |
| <i>Cognitive difficulty: because of a physical, mental, or emotional problem, have</i> | 0.0% | 0 |
| <i>Self-care difficulty: have difficulty bathing or dressing</i> | 0.0% | 0 |

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

8 Responses

17. What is your annual household income range?



10 Responses

Conclusion

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

- staff is great, drivers very helpful
- I know of people with disabilities in our county who do not have access to transportation. It is extremely important that we have transit service here.
- It's mostly good, only a few additions are needed. I'd like to visit Oakhurst and return the same day.

3 responses

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.

2 responses. Information is confidential to maintain privacy of respondents.

Public Transit-Human Services Transportation Coordinated Plan
Stakeholder Survey: Mariposa County
 12 Responses

Contact Information

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

| # | Organization Name | Address | City/Town |
|----|--|-------------------|-----------|
| 1 | Mariposa Open Arms | P.O. Box 248 | Mariposa |
| 2 | Mariposa Heritage House | 5200 Hwy 49 N | Mariposa |
| 3 | California United Homecare Workers Union | POB 359 | Mariposa |
| 4 | Mariposa County Unified | PO Box 8 | Mariposa |
| 5 | Mariposa Community Services | 5246 Spriggs Lane | Mariposa |
| 6 | Mariposa County Chamber of Commerce | P.O. Box 425 | Mariposa |
| 7 | Central Valley Regional Center | 4515 N. Marty | Fresno |
| 8 | Mariposa Heritage House | 5200 Hwy 49 North | Mariposa |
| 9 | Mariposa Planning Commission | PO Box 160 | Fish Camp |
| 10 | Mariposa County | 5100 Bullion St | Mariposa |
| 11 | Mariposa Safe Families | 5078 Bullion St | Mariposa |
| 12 | Mariposa Safe Families | 5087 Bullion St | Mariposa |

Rest of information is confidential to maintain privacy of respondents.

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

Confidential to maintain privacy of respondents

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

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

| Classifications | % | Count |
|-------------------------|-------|-------|
| Local Admin agency | 8.3% | 1 |
| State Admin agency | 8.3% | 1 |
| Public Transit Provider | 8.3% | 1 |
| Not-for-profit | 33.3% | 4 |
| Other (please specify) | 41.7% | 5 |

Comments from Other:

- Homeless Housing Ministry
- Not for profit, drug & alcohol recovery center
- Homecare providers through IHSS (In Home Supportive Services)
- School District

- Chambers of Commerce and Visitors Center

12 Responses

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

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

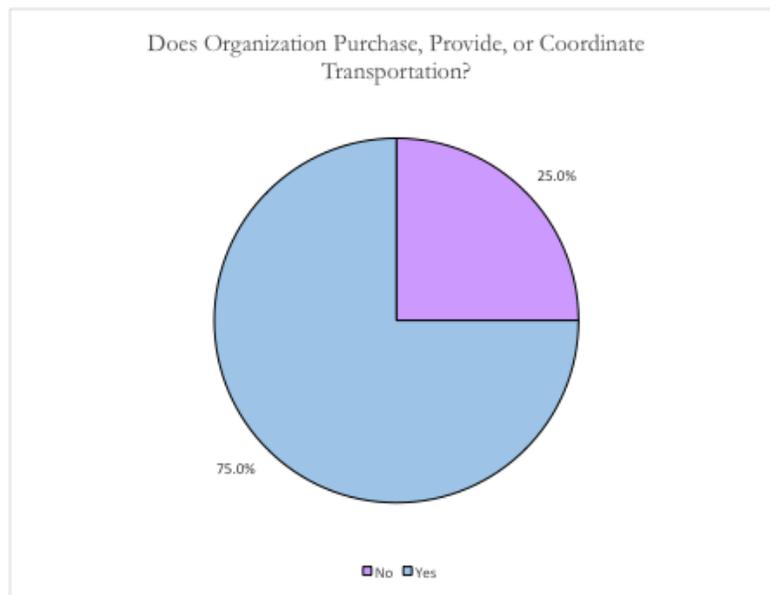
| Options | % | Count |
|-------------------------------------|-------|-------|
| General public | 66.7% | 8 |
| Persons with disabilities | 50.0% | 6 |
| Persons with low incomes | 41.7% | 5 |
| Seniors/Elderly | 33.3% | 4 |
| Pursuing counseling/substance abuse | 33.3% | 4 |
| Children/Youth | 25.0% | 3 |
| Veterans | 25.0% | 3 |
| Students | 16.7% | 2 |
| Seeking employment/education | 8.3% | 1 |

12

Responses

Organization Type

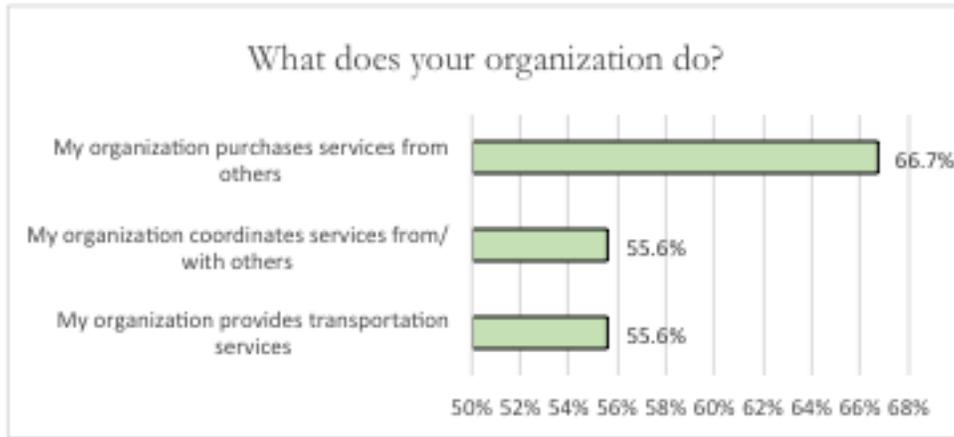
5. Does your organization provide, purchase, or coordinate any transportation services? (Skip logic question)



12 Responses

Organization Background and Transportation Services

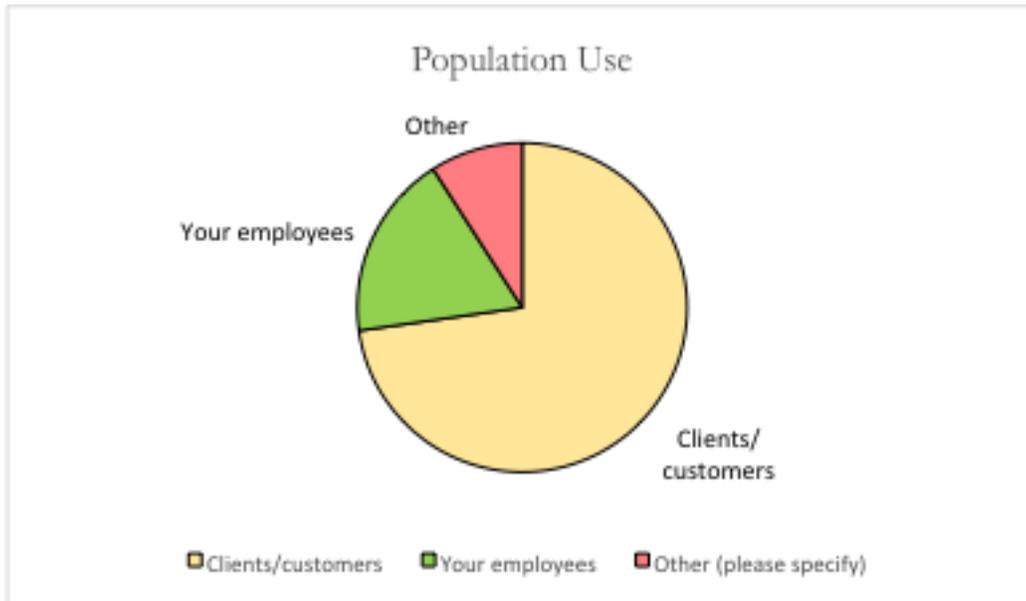
6. What does your organization do? (Check all that apply)



9

Responses

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

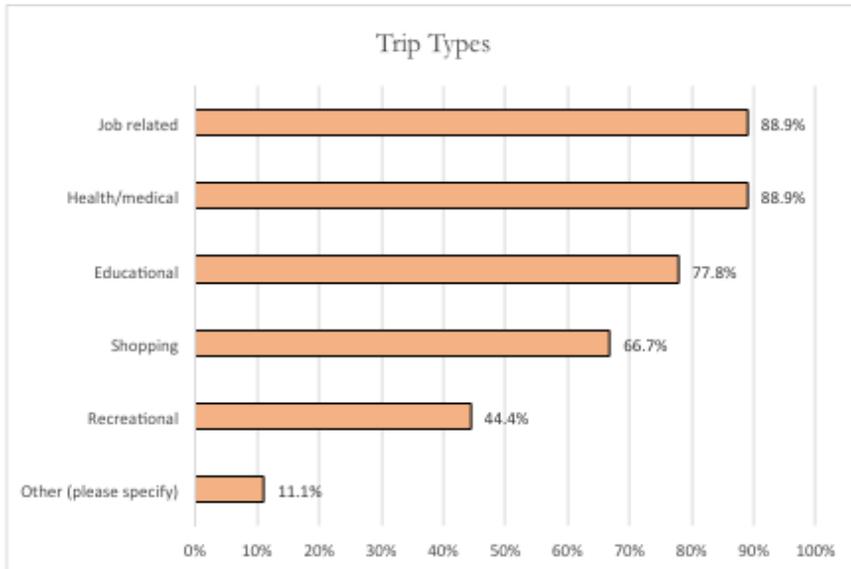


Comments from Other:

- Student

9 Responses

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

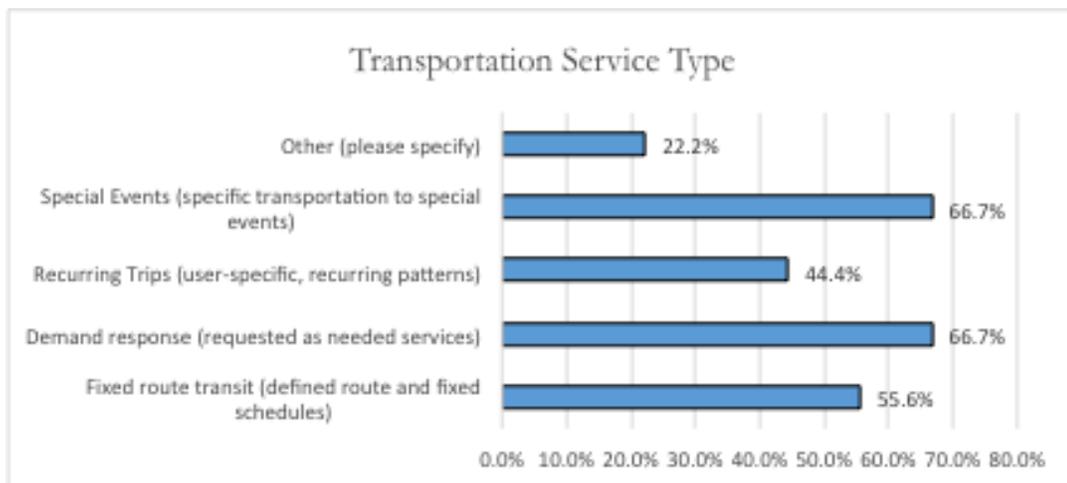


Comments from Other:

- Recovery and Drug Court

9 Responses

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



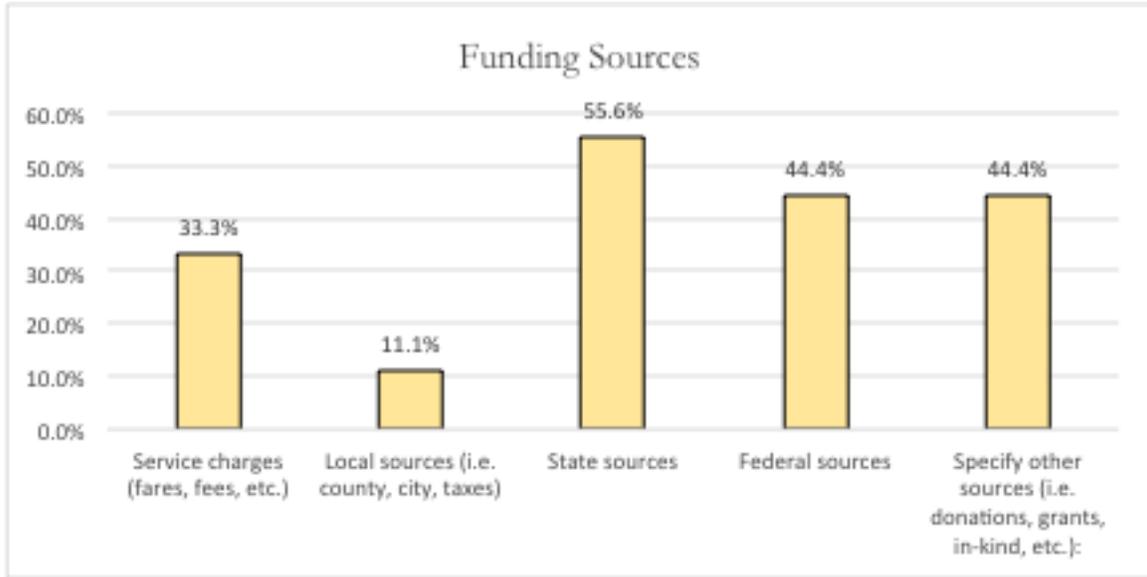
Comments from Other:

- Student bus routes
- Transportation to Day Program for Developmentally Disabled

9 Responses

Transportation Services

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



Comments from Other:

- Area 12, agency on Aging
- Grants
- Grant, AB109

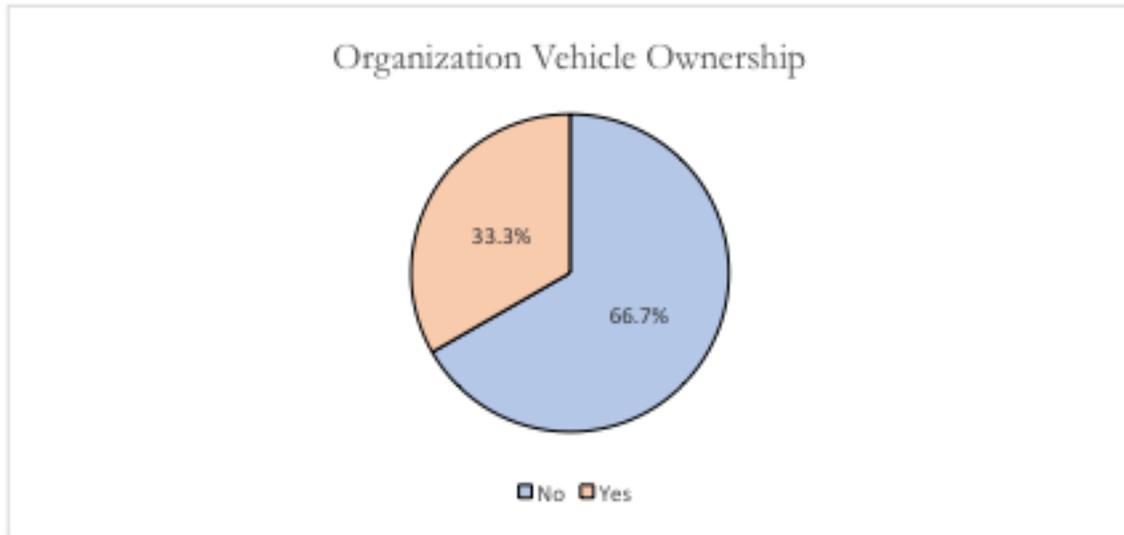
9 Responses

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

- Stakeholders that responded to this question provide, purchase, or coordinate services on weekdays and weekends. Not all organizations provide services on weekends. There is a wide variety of average number of trips that spans from 6 to 220.

7 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, all four organizations that answered this question either own a van, bus or car. 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 |
|--------------|--------------------|---------------|
| Bus | 3 | 31 |
| Van | 3 | 7 |
| Car | 1 | 1 |

3 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: lack of flexibility for buying tickets, limited YART schedule, more bus drivers, more vehicles

Knowledge Gap: public outreach

Service Area: North County transportation, transportation to and from Oakhurst, outlying areas along the Highway 49 both North and South.

Social Services & NEMT: Transportation to services-County Human Services building, medical appointments, and employment, Transportation for those unable to walk to appointments due to physical conditions/handicaps, Transportation back to Mariposa for patients who have been transported to hospitals outside the town and then released (Merced, Modesto, Fresno), Inability to refund caretakers for transportation

8 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:

Limitations: low-income residents in Mariposa have a challenging time in finding consistent transportation.

Timing: Lacking in after hours or weekend transportation going to outside areas

Knowledge gap/Marketing: there are large amounts of need that vary in service, a comprehensive program is suggested to serve the needs of the customer and benefit the provider.

Shopping: every day needs and going into town

NEMT: there are issues with getting people out of the area to medical appointments and paying for the transportation or gas refunds, also concerning things like shopping, work and other necessary things.

7 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:

Knowledge gap/Marketing: Information distribution is needed across Mariposa to both low and non-low income residents.

Timing: transportation for court mandated programs that go past 5pm, YART morning services

Service Related: Realistic schedules to Fresno and Merced or Modesto for Specialist visits

Area: Along both highway 49 north and south, transportation for south county to town

6 Responses

17. Please describe areas where transportation service is duplicated.

Most respondents stated that there were either not any duplication of services or that there were not enough services to be duplicated. One respondent expressed that there were some areas that receive services multiple times a day due to different school schedules and locations.

6 Responses

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

Stakeholders offered the following recommendations:

Knowledge Gap: education on availability, routes and services, more communication with the public.

Service/Route related: buses to rural areas, regular trips to Fresno, Oakhurst, and Coulterville/ Greely Hill/ Don Pedro, transportation for south county into town.

Other: Professional development for drivers

7 Responses

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

Service Limitations: getting clients safely home after dark

Knowledge Gap: Make this survey available for all care providers through their Union and all consumers through their Soc. workers. Making it known that the "Senior" transportation is not just for seniors, but can be for all possible ridership.

Service Area: transportation from areas like Bootjack to Mariposa

3 Responses

Conclusion

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

- Involving the care providers might be a way to improve things as a result of many consumers not wanting to respond to mailers as a sign of independence (the do not want to appear as “needy”)
- The YARTS is only good if you are going along hwy 140 to go to Merced or Yosemite. What about the areas from Coulterville to Bear Valley? What about Nippinawassie to Bootjack? Even a limited bus run in these areas would be helpful.
- Whatever we can do to empower our shared clientele and help lead to greater independence. I believe with greater independence, there is less opportunity for dependence on any one program.

4 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.

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

Coordinated Public Transit – Human Services Transportation Plan
 Mariposa County Local Transportation Commission

| Program Fund Source | Funding Purpose | Use of Funds | Estimated Fund Amount | Eligible Recipients | Matching Requirements | Comments |
|---|---|--|---|--|--|----------|
| FTA Section 5311 Formula Grant for Rural Areas | Provide capital, planning, and operating assistance to support public transportation in rural areas with populations less than 50,000. A portion of 5311 funds is set aside for a Tribal Transit program, which provides direct federal grants to Indian tribes to support public transportation on Indian reservations. Low-income populations in rural areas are now incorporated as a formula factor, similar to the repealed Job Access and Reverse Commute (JARC) program. | Planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services | \$599.5 million in FY 2013; \$607.8 million in FY 2014 (National total) | Public agencies, local governments, tribal governments, nonprofit agencies | 20% for capital, 50% operating assistance, 20% for ADA non-fixed-route paratransit service, using up to 10% of a recipient's apportionment | |
| FTA Section 5311(f) | Funds public transit projects that serve intercity travel needs in non-urbanized areas. | Capital projects and operations | Unknown | Public agencies, local governments, tribal governments, nonprofit agencies | 50% for operating costs, 80% for capital costs | |
| Section 5316 JARC funding was repealed by MAP-21, but funds authorized under the program and not yet obligated or expended remain available until the period of availability expires, or until the funds are fully rescinded by Congress, or otherwise reallocated. Under MAP-21 Section 5316 funding remains available through Section 5311 program funding. | | | | | | |

Coordinated Public Transit – Human Services Transportation Plan
 Mariposa County Local Transportation Commission

| Program Fund Source | Funding Purpose | Use of Funds | Estimated Fund Amount | Eligible Recipients | Matching Requirements | Comments |
|---|--|--|---|---|--|---|
| FTA Section 5312 Research, Development, Demonstration, and Deployment Projects | Support research activities that improve safety, reliability, efficiency, and sustainability of public transportation by investing in the development, testing, an deployment of innovative technologies, materials, and processes; carry out related endeavors; and to support the demonstration and deployment of low-emission and no-emission vehicles to promote clean energy and improve air quality. | Research, Innovation and Development, Demonstration, Deployment and Evaluation | \$70.0 million in FY 2013; \$70.0 million in FY 2014 (total amount available for all states) | Fed government agencies, state and local governments, providers of public transportation, private or nonprofit organizations, technical and community colleges, and institutions of higher education. | 20% non-fed share match (may be in-kind). Low- or no-emission bus projects and low- or no-emission us facilities projects must comprise 65% and 10% respectively, of the total annual appropriation. | The previous Section 5312 (Research, Development, Demonstration, and Deployment Projects) and Section 5314 (National Research Programs) are now consolidated into one program under Section 5312. |
| 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) | |

Coordinated Public Transit – Human Services Transportation Plan
 Mariposa County Local Transportation Commission

| Program Fund Source | Funding Purpose | Use of Funds | Estimated Fund Amount | Eligible Recipients | Matching Requirements | Comments |
|--|--|--|--|---|--------------------------|----------|
| Federal Transit Administration (FTA) Section 5339 Funds (5339 was established by MAP-21, replaced 5309) | Capital projects for bus and bus-related facilities. | Capital projects only | \$422 million FY 2013; \$427.8 million FY 2014 (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 | |
| Regional Surface Transportation Program (RSTP) | Provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. | The following are some projects: construction/reconstruction/rehabilitation/operational improvements on federal highways and bridges; mitigation of damage to the environment by projects funded through RSTP ; capital costs for transit projects eligible under Federal Transit Act; carpool projects; capital and Operating costs for traffic monitoring, management and control; 8)Surface transportation planning programs; transportation control Measures listed in Section 108 of the Clean Air Act | Unknown | State of California distributes the funds to regional agencies and counties based on population | Unknown | |

Coordinated Public Transit – Human Services Transportation Plan
 Mariposa County Local Transportation Commission

| Program Fund Source | Funding Purpose | Use of Funds | Estimated Fund Amount | Eligible Recipients | Matching Requirements | Comments |
|---|---|--|--|---|---|---|
| Federal Highway Administration (FHWA) Strategic Partnerships grant | Achieve the Caltrans Mission and Grant Program Overarching Objectives, encourage regional agencies to partner with Caltrans to identify and address statewide/interregional transportation deficiencies in the state highway system, strengthen government-to-government relationships, and result in programmed system improvements. | Funds transportation planning studies of interregional and statewide significance, in partnership with Caltrans. | Approximately \$1.5 million will be available statewide for the FY 2015-16 grant cycle. The minimum grant is \$100,000 and the maximum amount per grant cannot exceed \$500,000. | To qualify as a pooled fund study, more than one state transportation agency, federal agency, other agency such as a municipality or metropolitan planning organization, college/university or a private company must find the subject important enough to commit funds or other resources to conduct the research, planning, and technology transfer activity. | 20% of the total project amount (in-kind contributions allowed) | |
| <i>State Sources</i> | | | | | | |
| Transit System Safety, Security and Disaster Response Account Renamed the Transit Security Grant Program | Develop disaster response transportation systems that can move people, goods, and emergency personnel and equipment in the aftermath of a disaster | Capital projects | Varies by county | Agencies, transit operators, regional public waterborne transit agencies, intercity passenger rail systems, commuter rail systems | None | Part of Proposition 1B approved November 7, 2006. |
| Proposition 1B funds will sunset in 2016, but funds authorized under its formula and not yet obligated or expended remain available until the program's expiration. | | | | | | |

Coordinated Public Transit – Human Services Transportation Plan
 Mariposa County Local Transportation Commission

| Program Fund Source | Funding Purpose | Use of Funds | Estimated Fund Amount | Eligible Recipients | Matching Requirements | Comments |
|--|---|--|--|--|-----------------------|--|
| State Transit Assistance Fund (STAF) | Public transit and paratransit services | Capital projects and operations | Varies from year to year depending on appropriation to Public Transportation Account of which 75% goes to STAF | Allocated by formula to public transit operators | None | Revenues derived from sales taxes on gasoline and diesel fuels. |
| State Transportation Improvement Program (STIP) | Major capital projects of all types, including transit. | Transit capital projects | Varies from year to year depending on appropriation to Public Transportation Account of which 25% goes to STIP | Information unknown | Information unknown | Determined once every two years by California Transportation Commission. |
| Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) | Advance the State's policy goals of providing mobility choices for all residents, reducing congestion, and protecting the environment | Transit capital projects | Unknown | Transit operators and local agencies who are eligible to receive STAF funds pursuant to California Public Utility Code Section 99313 | None | Bond act approved by voters as Proposition 1B on November 7, 2006 |
| Rural Planning Assistance (RPA) | Information unknown | Used for activities associated with the planning process | Unknown | Information unknown | Information unknown | |
| Rural Planning Assistance (RPA) Discretionary Grant | Information unknown | Used for activities associated with the planning process | Unknown | Information unknown | Information unknown | |

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| Program Fund Source | Funding Purpose | Use of Funds | Estimated Fund Amount | Eligible Recipients | Matching Requirements | Comments |
|--|--|--|--|--|-----------------------|--|
| State Planning & Research (SP&R) | Involves researching new areas of knowledge; adapting findings to practical applications by developing new technologies; and transferring these technologies, including the process of dissemination, demonstration, training, and adoption of innovations by users. | The State Planning and Research Program funds States' statewide planning and research activities. The funds are used to establish a cooperative, continuous, and comprehensive framework for making transportation investment decisions and to carryout transportation research activities throughout the State. | Unknown | State Agencies | Information unknown | The Federal share of the cost of a project carried out with SP&R funds shall be 80% unless the Secretary determines that the interests of the Federal-aid highway program would be best served by decreasing or eliminating the non-Federal share. |
| <i>Health and Human Services Funding</i> | | | | | | |
| Title XX Social Services Block Grant (SSBG) (Department of Social Services) | Goals: 1. Reduce dependency, 2. Achieve self-sufficiency, 3. Protect children and families, 4. Reduce institutional care by providing home/community based care, 5. Provide institutional care when other forms of care are not appropriate. | SSBG funds a variety of initiatives for children and adults including: daycare, protective services, special services to persons with disabilities, adoption, foster care, housing, substance abuse, transportation, home-delivered meals, etc. | \$1.7 billion nationwide per year. States are allocated funding based on a formula connected to the state's population | Child Welfare Services, Foster Care, Deaf Access, Community Care Licensing, CDE Child Care, and Department of Developmental Services programs. | None | Grant must be used for one of the goals of SSBG and cannot be used for certain purposes such as the purchase or improvement of land or payment of wages to any individual in social services. These funds are not allocated separately but are used in lieu of state general fund. |
| Community Services Block Grant (CSBG) (Department of Community Services & Development) | Assist low income persons with employment services, housing assistance, emergency referral services, nutrition and health services | Support services and activities for low-income individuals that alleviate the causes and conditions of poverty in communities. | California FY 2014 Allocation: \$59,270,847 | States, Territories and Tribal Governments | Unknown | |
| Consolidated Health Center Program (Bureau of Primary Health Care) | Offer access to comprehensive primary and preventive health care and social services to medically unserved and underserved populations. | Fund health centers that provide primary and preventative health care to all residents including diverse underserved populations. Health centers can use funds for center- | \$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 |

Coordinated Public Transit – Human Services Transportation Plan
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| Program Fund Source | Funding Purpose | Use of Funds | Estimated Fund Amount | Eligible Recipients | Matching Requirements | Comments |
|---|---|---|---|--|-----------------------|--|
| | | owned vans, transit vouchers, and taxi fare. | | | | |
| 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 |
| Program for American Indian, Alaskan Native, & Native Hawaiian Elders (Administration on Aging) | This program supports nutrition, information and referral, multipurpose senior centers and other supportive services for American Indian, Alaska Native and Native Hawaiian elders. Transportation is among the supportive services, including purchase and/or operation of vehicles and for mobility management. | Patient transportation services and delivery of home-served meals | Unknown | Recognized Native American tribes and Hawaiian Americans as well as non-profit organizations. | Unknown | Funds are given based on a formula related to the share of the American Indian, Alaskan Native, and Native Hawaiian populated aged 60 and over in their respective service area |
| Community Mental Health Services Block Grant (Center for Mental Health Services State Planning Branch) | Improve access to community-based health-care delivery systems for people with serious mental illnesses. Grants also allot for supportive services, including funding to operate vehicles, reimbursement of transportation costs and mobility management | Capital projects and operations. | Unknown | States and Territories | None | None |
| Substance Abuse Prevention & Treatment Block Grant (Substance Abuse & Mental | Block grants provide funds for substance use prevention and treatment programs. Transportation-related services supported by these grants may be broadly | Plan, implement, and evaluate activities that prevent and treat substance abuse and promote public health | \$1.8 billion nationwide each year for FY 2014 and 2015 | States, Territories and Tribal Governments | None | 20% of funds must be spent on education, 5% must go to increase the availability of treatment services for pregnant women, 5% on |

Coordinated Public Transit – Human Services Transportation Plan
 Mariposa County Local Transportation Commission

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

Coordinated Public Transit – Human Services Transportation Plan
 Mariposa County Local Transportation Commission

| 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 | Cities and counties. Allocated by population formula within each county | Unknown | |
| Transportation Development Act (TDA) Articles 4.5 | Paratransit operating assistance and capital projects | Capital projects and operations | Up to 5% of the Local Transportation Fund revenue | Cities and counties and CTASs | Unknown | |
| Local Transportation Fund (LTF) | Some counties have the option of using LTF for local streets and roads projects, if they can show there are no unmet transit needs. | Development and support of public transportation needs | Unknown | County based. Based on population, taxable sales and transit performance | Unknown | |
| <i>Other Sources</i> | | | | | | |
| Service Clubs and Fraternal Organizations | Variety of transportation services, including capital improvements | Capital projects and operations | Unknown | Wide variety of agencies and organizations | None | May be interested in paying for bus benches or shelters |
| Advertising on Buses | Variety of transportation services, including capital improvements | Various projects and operations | Unknown | Wide variety of agencies and organizations | None | |
| Employers | Variety of transportation services, including capital improvements | Capital projects and operations | Unknown | Wide variety of agencies and organizations | None | Employers sometimes are willing to underwrite transportation to support their workers getting to/from worksite. |
| In-Kind | Donations from the community that support transit planning and services | Varies | Unknown | Varies | None | Value of donations can count towards amount for funding requirement |

APPENDIX C: RESOURCES

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

“Administration on Aging (AoA)” Administration for Community Living. United States Department of Health and Human Services. Accessed here:
http://www.aoa.acl.gov/AoA_Programs/HCLTC/supportive_services/index.aspx

“Affordable Care Act – Aging and Disability Resource Center.” Catalog of Federal Domestic Assistance. Accessed here:
<https://www.cfda.gov/index?s=program&mode=form&tab=core&id=983b4e60ccbaec266ff78fe7aaf87b3>

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

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

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

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

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

“Consolidated Health Centers (Community Health Centers, Migrant Health Centers, Health Care for the Homeless, and Public Housing Primary Care).” Catalog of Federal Domestic Assistance. Accessed here:
<https://www.cfda.gov/index?s=program&mode=form&tab=core&id=02e94a19f6a571b8a9567d47bc893e1e>

“Creating Connected Communities: A Guidebook for Improving Transportation Connections for Low-and Moderate-Income Households in Small and Mid-Sized Cities,” U.S. Department of Housing and Urban Development and Office of Policy Development and Research, http://www.huduser.org/portal/publications/pdf/Creating_Cnnted_Comm.pdf, April 2014.

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

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

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

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

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

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

Federal Transit Administration. (June 6, 2014). FTA C 907.IG Circular. “Enhanced Mobility of Seniors and Individuals with Disabilities Program Guidance and Application Instructions.” Retrieved from http://www.fta.dot.gov/documents/C9070_1G_FINAL_circular.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>
- 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
- 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
- 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,” Mariposa County, 2008. Accessed here: <http://www.dot.ca.gov/hq/MassTrans/Coord-Plan-Res.html>
- Nelson Nygaard Consulting Associates; Innovative Paradigms; FLT Consulting Inc., “Coordinated Public Transit-Human Services Transportation Plan,” Trinity County, 2008. Accessed here: <http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/CoordinatedPlng/TRINITY.pdf>
- Sacramento Area Council of Governments, “SACOG Public Transit and Human Services Transportation Coordinated Plan,” Update: October 16, 2014. Accessed here: <http://www.sacog.org/transit/2014/Final%20SACOG%20Coordinated%20Plan%20app%2010-16-2014.pdf>
- Tahoe Metropolitan Planning Organization, “Coordinated Human Services Transportation Plan,” Lake Tahoe Basin, 2008. Accessed here: <http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/CoordinatedPlng/2007Plans/Tahoe.pdf>

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

U.S. President George W. Bush. (February 24, 2014). “Executive Order: Human Service Transportation Coordination.” Accessed here: <http://georgewbush-whitehouse.archives.gov/news/releases/2004/02/20040224-9.html>

APPENDIX D: STAKEHOLDER LIST

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

COMMUNITY SERVICE ORGANIZATIONS

- Various: organizations like Lyons, Kiwanis, etc.

MARIPOSA 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

MARIPOSA COUNTY OFFICE OF EDUCATION AND OTHER EDUCATIONAL INSTITUTIONS

NON-PROFIT ORGANIZATIONS (VARIOUS)

- Various: agencies that service people with disabilities, seniors, low income individuals, and other vulnerable populations

TRANSPORTATION PROVIDERS

- Private, public, and non-profit inside and outside the county

PLACES OF WORSHIP

- Various