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COORDINATED PUBLIC TRANSIT – HUMAN  
SERVICES TRANSPORTATION PLAN

COLUSA COUNTY

Final Plan

January 29, 2015

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## GLOSSARY OF ACRONYMS

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- ACS – American Community Survey
- ADA – Americans with Disabilities Act
- ADHC – Adult Day Health Care
- AoA – Administration on Aging
- ATP – Active Transportation Program
- Caltrans – California Department of Transportation
- CalWORKs – California Work Opportunity and Responsibility to Kids
- CCTA – Colusa County Transit Agency
- CDBG – Community Development Block Grants
- CSBG – Community Services Block Grant
- CTC – California Transportation Commission
- CTC – County Transportation Commissions
- CTSA – Consolidated Transportation Service Agency
- DOT – Department of Transportation
- FTA – Federal Transit Administration
- HCBS – Home and Community-Based Services
- HIPAA – Health Insurance Portability and Accountability Act
- HRA – Human Resource Agency
- IEP – Individualized Education Program
- JARC – Job Access and Reverse Commute
- LTC – Local Transportation Commissions
- LTF – Local Transportation Funds
- MAP-21 - Moving Ahead for Progress in the 21st Century
- MPO – Metropolitan Planning Organization
- MSA – Metropolitan Statistical Area
- NEMT – Non-emergency Medical Transportation
- OAA – Older American Act
- Paratransit – Paratransit is specialized door-to-door transport for people with disabilities who are unable to ride fixed route public transportation.
- PTA – Public Transportation Account
- PTMISEA – Public Transportation, Modernization, Improvement and Services Enhancement Account
- RPA – Rural Planning Assistance
- 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
- SP&R – State Planning and Research
- SSBG – Social Services Block Grant
- SSTAC – Social Services Transportation Advisory Council
- STAF – State Transit Assistance Fund
- STIP – State Transportation Involvement Program
- TANF – Temporary Assistance for Needy Families
- TAP – Transportation Alternatives Program
- TDA – Transportation Development Act
- TE – Transportation Enhancements
- Title III – Support and Access Services
- Title VI – Grants to American Indian Tribes

## 1. INTRODUCTION

### PURPOSE OF THE PLAN

This document is an update to the 2008 Coordinated Public Transit–Human Services Transportation Plan for Colusa 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.<sup>1</sup>

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

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

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

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

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<sup>1</sup> 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>

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.<sup>2</sup>

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

## UPDATE APPROACH

Updating the coordinated plan consisted of the following tasks:

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

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

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

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<sup>2</sup> 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.

<sup>3</sup> U.S. Department of Transportation, FTA. Circular: FTA C 9070.1G “*Enhanced Mobility of Seniors and Individuals and Individuals with Disabilities Program Guidance and Application Instructions*.” Page V-2. June 6, 2014.  
[http://www.fta.dot.gov/documents/C9070\\_1G\\_FINAL\\_circular.pdf](http://www.fta.dot.gov/documents/C9070_1G_FINAL_circular.pdf)

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

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

## OUTREACH

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

- Presentation and discussion at the unmet transit needs meeting on October 28, 2014 at 10:00am at the Colusa County Transit Training Room
- Online surveys on surveymonkey.com: one for stakeholders and one for the general public.
- Toll-free phone in number to make arrangements to do survey over the phone or request a hard copy of a survey to be mailed
- Hard copy of survey emailed to agencies to distribute to their community/clients
- Hard copies of public survey distributed at public meetings with postage paid envelopes
- Solicited written comments through email or mail

The consultants and contacts from Colusa Transit Agency and the Transportation Commission employed different techniques to advertise opportunities for engagement. Emails were sent to county agencies and non-profit organizations, an announcement was placed in the *Colusa Sun-Herald* newspaper, flyers were distributed to different people and agencies, and flyers were posted in various locations, such as county buses, county offices, and post offices. Details of outreach strategies, instruments, and input from outreach activities are presented in Appendix A.

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<sup>4</sup> 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 Colusa County, but it is an initial effort to develop a comprehensive list of potential transportation funding sources. Appendix B lists some of the funding sources discussed in this narrative along with additional funding sources for transportation and transit services. It is important to note that funding requirements and the competitive nature of receiving funds constrain the county’s ability access a number of these funding sources.

## FUNDING FOR PUBLIC TRANSPORTATION IN RURAL CALIFORNIA

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

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

Federal transit funding programs require local matching funds. Each federal program requires that a share of total program costs be derived from local sources and may not be matched with other federal Department of Transportation funds. Examples of local matches, which may be used for the local

share, include state or local appropriations, non-DOT federal funds, dedicated tax revenues, private donations, revenue from human service contracts, private donations, and revenue from advertising and concessions. Non-cash funds, such as donations, volunteer services, or in-kind contributions may be an eligible local matching source, however, the documentation for this is extensive and usually not practical for rural agencies.

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

## FEDERAL FUNDING SOURCES

### FTA SECTION 5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM<sup>5</sup>

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

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

#### Eligible Projects:

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

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

- At most, 10% is allowed for program administration.

Statewide Funding Formula:

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

Funding:

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

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

FTA SECTION 5311 FORMULA GRANT FOR RURAL AREAS<sup>7</sup>

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

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

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

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<sup>6</sup> “FY Apportionment Tables.” U.S. Department of Transportation-Federal Transit Administration.  
[http://www.fta.dot.gov/12853\\_14875.html](http://www.fta.dot.gov/12853_14875.html)

<sup>7</sup> 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](http://www.fta.dot.gov/grants/13093_3555.html))

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 FUNDS<sup>8</sup>

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

#### NON-TRADITIONAL TRANSPORTATION PROGRAM FUNDING

##### TRANSPORTATION ALTERNATIVES PROGRAM

Prior to MAP-21, apportionments of Transportation Enhancements (TE)<sup>9</sup> were included in the State Transportation Improvement Program (STIP) for each region. MAP-21 replaced TE with the

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

<sup>9</sup> MAP-21 replaced TE with the Transportation Alternatives Program (TAP).

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

## STATE FUNDING SOURCES

### TRANSPORTATION DEVELOPMENT ACT (TDA)<sup>11</sup>

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

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

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

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

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

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

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

#### STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)<sup>13</sup>

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

#### SOCIAL SERVICES FUNDING SOURCES<sup>14</sup>

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

#### OLDER AMERICANS ACT (OAA)

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

#### REGIONAL CENTERS

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

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

<sup>14</sup> 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.

family members, friends, and others. Transportation services may include help in boarding and exiting a vehicle as well as assistance and monitoring while being transported.

#### MEDI-CAL

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

#### TITLE XX SOCIAL SERVICES BLOCK GRANT (SSBG) (DEPARTMENT OF SOCIAL SERVICES)<sup>15</sup>

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

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

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

#### CONSOLIDATED HEALTH CENTER PROGRAM (BUREAU OF PRIMARY HEALTH CARE)

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

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

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

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

#### SUBSTANCE ABUSE PREVENTION & TREATMENT BLOCK GRANT

The Substance Abuse Prevention and Treatment Block Grant (SABG) Program was authorized by Congress to provide funds to states, territories, and one Indian Tribe for the purpose of planning, implementing, and evaluating activities to prevent and treat substance abuse and is the largest Federal program dedicated to improving publicly-funded substance abuse prevention and treatment systems.<sup>16</sup> Funds may be used to support transportation-related services such as mobility management, reimbursement of transportation costs and other services. There is no matching requirement for these funds.

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

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

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

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

#### HEAD START (ADMINISTRATION FOR CHILDREN AND FAMILIES)

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

#### TEMPORARY ASSISTANCE TO NEEDY FAMILIES (TANF)/CALWORKS

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.

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<sup>16</sup> “Fact Sheet: Substance Abuse Prevention and Treatment Block Grant.”  
[http://beta.samhsa.gov/sites/default/files/sabg\\_fact\\_sheet\\_rev.pdf](http://beta.samhsa.gov/sites/default/files/sabg_fact_sheet_rev.pdf)



#### COMMUNITY DEVELOPMENT BLOCK GRANTS (CDBG)<sup>17</sup>

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 sections summarizes a number of other sources of transportation support.

#### PRIVATE AND NON-PROFIT FOUNDATIONS

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

#### SERVICE CLUBS AND FRATERNAL ORGANIZATIONS

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

#### AB 2766 VEHICLE AIR POLLUTION FEES

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

#### TRAFFIC MITIGATION FEES

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

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<sup>17</sup> “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](http://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/communitydevelopment/programs)

jurisdiction, while a city must levy fees within the city limits. Any fee program must have the cooperation of all jurisdictions affected.

#### ADVERTISING

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

#### CONTRACT REVENUES

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

#### EMPLOYER AND MEMBER TRANSPORTATION PROGRAMS

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

#### IN-KIND

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

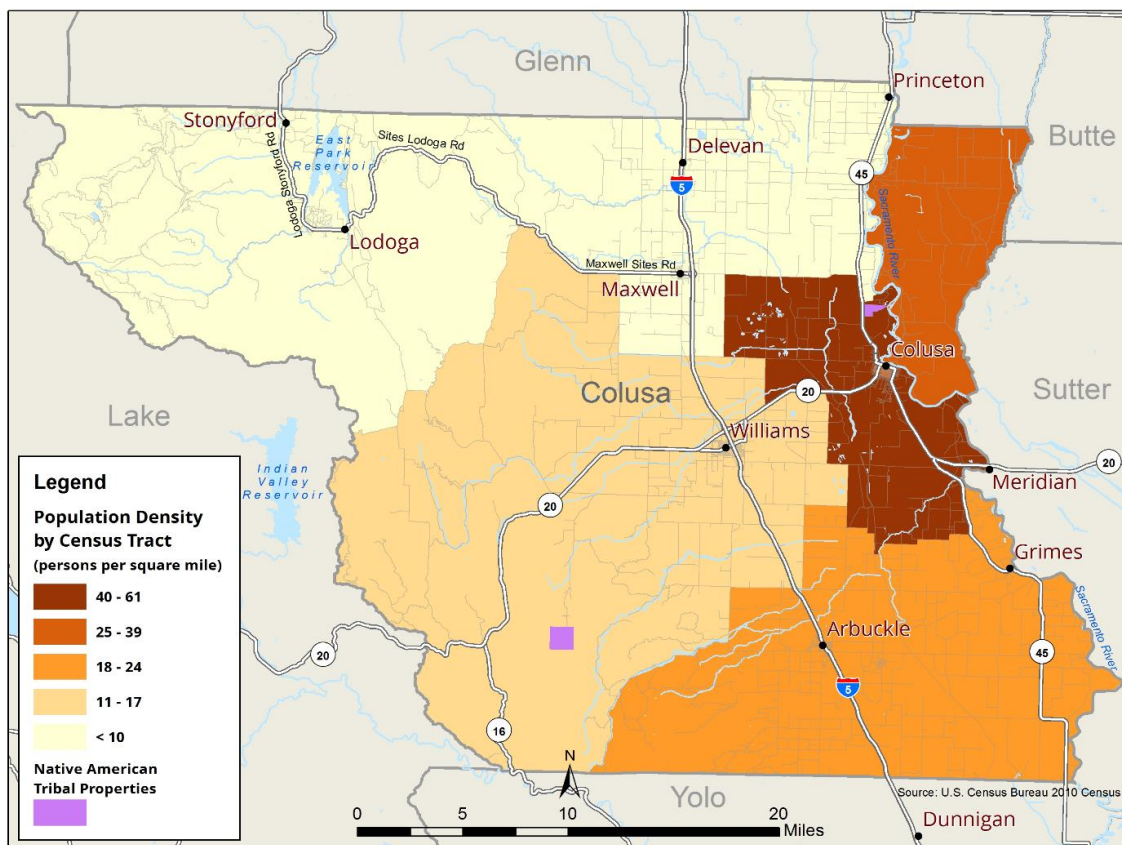
## 2. DEMOGRAPHICS PROFILE

### DESCRIPTION AND DEMOGRAPHIC SUMMARY<sup>18</sup>

Colusa County is located in the northern part of California’s Central Valley, approximately 60 miles north of Sacramento and was one of the original 27 counties created by the first California State Legislature. With a population of 21,366 according to the 2013 American Community Survey and a population density of 18.5 persons per square mile, it is the ninth smallest county in California. The County has a land area of 1,156 square miles and is bordered by:

- Glenn County (north)
- Sutter County (east)
- Butte County (northeast)
- Yolo County (south)
- Lake County (west)

**FIGURE 1-POPULATION DENSITY OF COLUSA COUNTY WITH MAJOR TRANSPORTATION INFRASTRUCTURE**



Source: Business Forecasting Center

<sup>18</sup> Text from this section was paraphrased from the 2008 Colusa County Coordinated Transit-Human Services Transportation Plan.

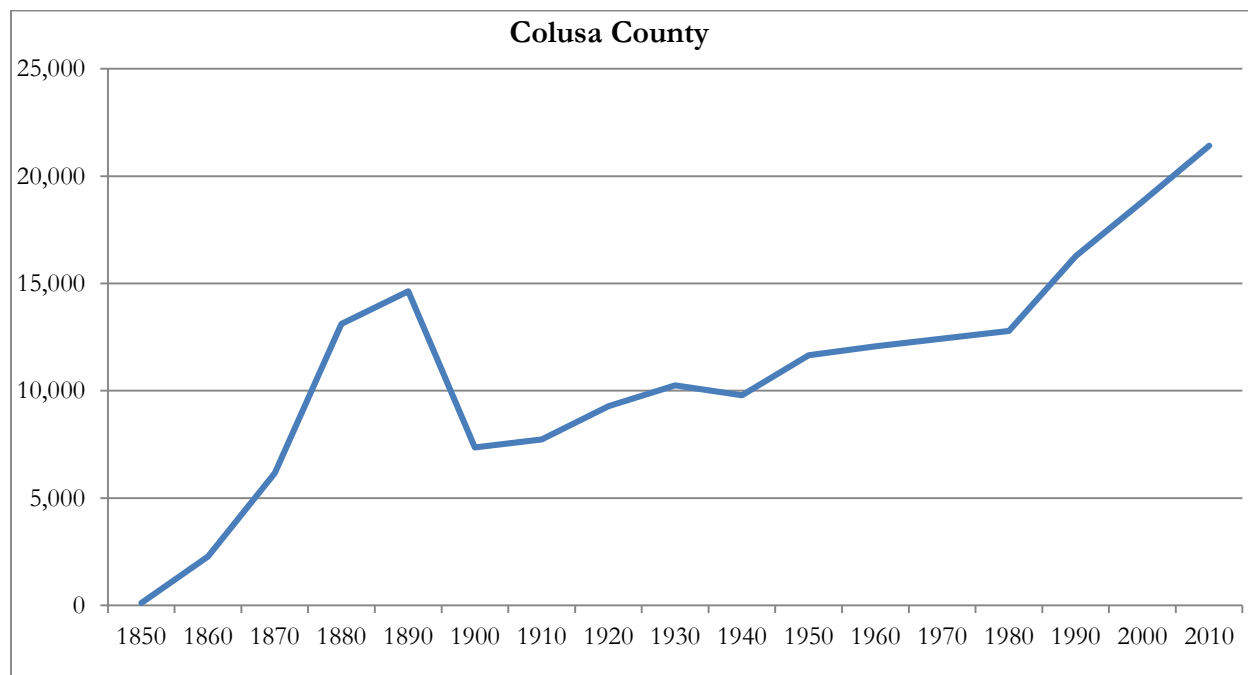
Colusa County is centrally located between the beaches of the Pacific Coast to the west and the snow skiing regions of the Sierra to the east. It is a highly agricultural area, with rice, wheat and sunflower seeds among the most important crops. Figure 1 on the previous page shows the population density of Colusa County.

#### COUNTY DATA

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

Figure 2 and Table 1 below provides some population characteristics, including details of the three key demographic groups of greatest concern for this report: seniors, individuals with disabilities and low income persons. For comparison, Table 1 presents information on the total population and percent of the three demographic groups for California and the United States as a whole. These estimates are from the U.S. Census Bureau’s American Community Survey (ACS) 2013 5-year estimates.

**FIGURE 2-POPULATION OF COLUSA COUNTY 1850-2010**



*Source: U.S. Bureau of the Census, Decennial Census*

The population of Colusa County has been very volatile. It grew rapidly after the Gold Rush before decreasing by approximately 50% between 1890 and 1900. Since then the population has grown slowly until 1980 when population growth picked up slightly.

**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%
Colusa	21,366	0.057%	12.2%	12.5%	12.5%

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

### LOW-INCOME RESIDENTS

According to the ACS, an estimated 2,635 low-income persons reside in Colusa County, representing approximately 12.5% of the local population. This is lower than both California and the United States. Colusa County is one of the only rural counties to have a lower poverty rate than California and the United States. The concentration of those below the poverty level was highest in the most rural areas of the county.

### PEOPLE WITH DISABILITIES

According to ACS, 12.5% of the non-institutionalized civilian population of Colusa County has a disability<sup>19</sup>, which is higher than both California’s population, and the population of the United States (see Table 1). The top three disability issues for those disabled between the ages of 5 and 17 are cognitive, self-care and vision difficulty. For those 18 to 64 the top three disability issues are ambulatory, hearing and cognitive difficulty. For those 65 and older, the top three disability issues are ambulatory, hearing and independent living difficulty.

### OLDER ADULTS

According to the ACS, 11.8% of Californians are aged 65 or older, which is lower than the national average of 13.4%. A rate of 12.2% older adults in Colusa County is slightly higher than the statewide average but lower than the national average.

Table 2 shows how the older adult population in Colusa County is changing. Table 2, which is from California’s Demographic Research Unit, shows the total number of older adults (65 and older) in 2010 along with projections for every decade through 2060. As is the case nationwide, the population in Colusa County is aging. In 2010, 11.5% of Colusa County’s population was aged 65 or older. Between 2010 and 2060, the number of people 65 and older overall is expected to reach approximately 19.9% of the county. According to the ACS, 36.8% of the population in Colusa County that is 65 and older has a disability.

<sup>19</sup> “Disability.” ACS. <https://www.census.gov/people/disability/methodology/acs.html>

**TABLE 2-POPULATION PROJECTIONS FOR PERSONS AGED 65 AND OVER**

<b>Age Group</b>	<b>2010</b>	<b>2020</b>	<b>2030</b>	<b>2040</b>	<b>2050</b>	<b>2060</b>	<b>Population Change 2010-2060</b>
Under 65	18,999	21,182	23,965	27,347	29,998	32,193	70%
65-74 (Young Retirees)	1,374	2,284	2,739	2,776	3,203	3,858	181%
75-84 (Mature Retirees)	768	1,036	1,737	2,111	2,179	2,550	232%
85 or more years (Seniors)	337	385	582	1,039	1,378	1,578	368%
Subtotal: Population 65+	2,479	3,704	5,058	5,926	6,759	7,985	222%
% older adults, Colusa County	11.54%	14.88%	17.43%	17.81%	18.39%	19.87%	

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

*Note: Data for this table was obtained from the California Department of Finance which calculates populations using a different methodology than the Census Bureau*

### 3. EXISTING TRANSPORTATION RESOURCES

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

#### PUBLIC TRANSIT OPERATORS

##### COLUSA COUNTY TRANSIT AGENCY

Colusa County Transit Agency (CCTA) is the only public transit provider in Colusa County. CCTA began serving the citizens of Colusa County on October 1<sup>st</sup>, 1979. At that point, the fleet consisted of one station wagon, one nine-passenger mini bus and two drivers under the direction of the Public Works Department.

Since its inception, CCTA has grown to consist of nine vehicles and ten full-time employees which include three office staff, six drivers and one mechanic. Operations include a demand response service with fixed time routes wherein the bus departs Colusa at a set time and travels throughout the destination service area. These services are offered on a “flex route” schedule where the bus will deviate throughout a corridor surrounding the basic route. All rides are offered on a first come, first served basis. These services are offered to:

- Arbuckle
- Colusa
- Grimes
- Maxwell
- Princeton
- Sites
- Stonyford
- Williams

Although passengers are not required to register for ADA service, all CCTA vehicles are ADA compliant with both lifts and tie-downs. Curb-to-curb service is provided to the general population, while door-to-door service is provided to the ADA passengers. Service animals are also allowed on all routes. Vehicles go anywhere within the Agency’s defined service area.

Transit between Colusa and Stonyford only runs on the 1<sup>st</sup>, 3<sup>rd</sup>, and 5<sup>th</sup> (when applicable) Wednesday of each month. Additionally, transit between Colusa and Yuba City runs only on Friday at a cost of \$3.50 each way (\$1.50 for children). Transit is also provided out-of-county for medical reasons to residents of all ages. Transport is provided to:

- Chico
- Davis
- Lincoln
- Marysville
- Oroville
- Roseville
- Sacramento
- Willows
- Woodland
- Yuba City

In order to take advantage of this service, the nature of the medical appointment must be such that the service cannot be provided in Colusa County. This service is provided until funding is exhausted by call-in appointment with 24 hour notice only.

Fares for these routes vary by both age and whether the destination is local (city) or in the rest of the county. A full table of fares for CCTA fixed route service can be found in Table 3 below. Fares are collected in the form of tickets, either individually or in 10-Ride Tickets (to be implemented prior to the adoption of this Coordinated Plan). 10- Ride Tickets do not expire and may be purchased for \$20 (for county rides), or \$15 (for local rides). The old style ticket books will still be honored. Effective dates for these fares began January 1<sup>st</sup>, 2015.

**TABLE 3 COLUSA COUNTY TRANSIT AGENCY FARE SCHEDULE**

	County	Local
Adult	\$2.00	\$1.50
6 Years and Up	\$2.00	\$1.50
2 Years to 5 Years	\$1.50	\$1.00
Under 2 Years	Free	Free

Source: Colusa Transit Agency Website located here: <http://www.countyofcolusa.org/index.aspx?NID=183>

CCTA contracts with local businesses and communities to provide the maximum amount of transportation services to the constituents of these entities given funding constraints. Current contracts include the Area 3 Agency on Aging and CSBG. Further details on the types and breadth of services provided can be found in the respective sections for these entities.

CCTA offers free rides to the Senior Nutrition Center for seniors 60 and over, although donations are always welcomed. Like all services provided, this is done on a first come, first served basis until funding runs out.

CCTA buses are also available to be used as charter buses. However, due to Federal regulations governing the use of transit buses, the charter bus service must not interfere with regularly scheduled service to the public or compete unfairly with private operators where these operators are willing to provide charter bus service. Charter bus service can carry up to 19 passengers, or 16 passengers and 2 wheelchairs.

Table 4 shows ridership and performance statistics for CCTA.

**TABLE 4-CCTA RIDERSHIP AND PERFORMANCE STATISTICS**

Fiscal Year	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014
<b>Ridership</b>	47,275	51,206	56,265	54,914	49,525
<b>Vehicle Hours</b>	10,109	11,065	10,841	11,072	10,969
<b>Vehicles Miles</b>	163,759	187,423	185,666	197,128	184,979
<b>Passengers/Hour</b>	4.7	4.6	5.2	5.0	4.5
<b>Passengers/Mile</b>	0.29	0.27	0.28	0.28	0.27

Source: Colusa Transit Agency



Ridership peaked in FY 2011/2012 at just over 56,000 passengers. Since then, ridership has steadily decreased even though vehicles hours have increased. Vehicle miles increased significantly between 2011/2012 and 2012/2013 before decreasing to just below 2011/2012 levels in 2013/2014.

## PRIVATE TRANSIT PROVIDERS

### COLUSA CASINO RESORT

The Colusa Casino Resort provides limited bus service to and from its casino. This service is provided for guests traveling to and from the casino's parking lots.

### PRIVATE TAXI SERVICE

During the writing of the 2008 Coordinated Plan, Colusa County's sole taxi service discontinued operations. Since that time the county has been without a dedicated taxi service.

## SOCIAL SERVICE TRANSIT PROVIDERS

### COLUSA COUNTY UNIFIED SCHOOL DISTRICT

The Colusa County Unified School District maintains eight employees with class B licenses allowing them to operate the five district school buses. The School District maintains three bus routes; two in the morning and one in the afternoon. The AM route #1 makes nine stops before driving to the district's schools. These stops pick up students that range from kindergarteners to high school seniors. The AM route #2 makes 12 stops to pick up students before diving to the district's schools. This route also picks up students that range from kindergarteners to high school seniors. The PM route makes 20 stops at the end of the day beginning with the K-3 students before taking the older students home later in the afternoon.

### COLUSA COUNTY DEPARTMENT OF HEALTH AND HUMAN SERVICES

The Colusa County Department of Health and Human Services (DHHS) provides vouchers/tickets that can be used on CCTA bus service and/or gas money to its clients for transportation to agency sponsored programs, and therapy, medical, dental or county appointments. Clients include persons with disabilities, individuals with low income, older adults and children/youth.

### COLUSA INDIAN COMMUNITY

The Hand-in-Hand Learning Center is a center operated by the Colusa Indian Community. It is open to families living and/or working in the Colusa area. Programs are available for toddlers, preschoolers, and school age children up to age 13. The center utilizes a 16 passenger school bus for transporting program participants.

The Colusa Indian Community Health Center offers a range of medical and dental services, including primary care and dialysis, to tribal and non-tribal members of the Colusa County community. The Health Center uses a van to transport tribal members to the facility for medical appointments.

#### 4. COORDINATION OF SERVICES

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

- County transportation commissions (CTCs)
- Local transportation commissions (LTCs)
- Regional transportation planning agencies (RTPAs)
- Metropolitan planning organizations (MPOs)

CTSA's present riders with a range of mobility options by coordinating transportation 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.<sup>20</sup>

Some of the objectives of coordinating transportation include identifying opportunities to reduce duplication of services by comingling clients from various agencies, allowing agencies to share vehicles, and providing information about where and when all of the 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 fully carry out tasks associated with coordination. This is often the result of lack of resources, which may include any combination of staff, time, and/or money.

The CTSA for Colusa County is the Colusa County Transit Agency.

#### SUMMARY OF COORDINATION ISSUES RAISED IN THE 2008 PLAN

##### BARRIERS TO COORDINATION

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

- **Insufficient Resources:** Insufficient resources covers three areas: Staffing, Funding and Equipment. Insufficient staffing is a problem in most rural areas. Many staff members are required to take on multiple roles which means they cannot concentrate on a specific task for very long. Coordination requires long term development and dedication and lack of a full time staff member designated in that role can severely hinder coordination efforts. Funding and

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<sup>20</sup> Language and information from this section was taken from the 2013 Coordinated Plan Update for the SF Bay Area

equipment resources are intimately related. Sufficient equipment requires sufficient funding, which in turn requires a sufficient population base for tax revenue as well as formula based federal funding. It is difficult for rural counties to maintain the necessary funding to provide all the services required. Insufficient staffing also leads to this problem as there is no designated grant or funding application writer.

- **Funding Requirements:** Many transportation services for the elderly, those with disabilities and those with low incomes are provided by social services agencies and organizations. When these agencies are granted funding, they are often restricted in the use of these funds to provide services solely for their clientele. This restriction makes coordination between agencies that serve different demographics very difficult.
- **Service Area Boundaries:** This coordination barrier stems from the lack of available funding. Most agencies that provide transportation services are only able to provide those services within a certain distance from the agency location. For example, if the Colusa Unified School District had additional funding it could operate more than three bus routes. These service area boundaries make coordination of services very difficult as a single service is not able to reach all areas of the County.
- **Jurisdictional Issues:** Coordination requires cooperation between agencies in different jurisdictions. This introduces a problem if the agencies themselves agree to coordinate, but the governing bodies of the jurisdictions do not.
- **Different Requirements:** Different agencies have different requirements in terms of driver screening, training, licensing and vehicle safety, adding another level of complexity to coordinating services. This could be overcome with a uniform set of requirements in providing transportation services; however, this is not currently occurring.
- **Technological Incompatibilities:** Each organization that provides transportation services has its own computer system, and these systems are not always compatible. Coordinating transportation services would require the sharing of information across these systems which is made much more difficult if the systems cannot easily be integrated.
- **Liability/Insurance:** The ever increasing insurance and liability requirements of transportation providers makes it very difficult to coordinate services with other agencies as this coordination leads to increased insurance coverage and liability costs.
- **Privacy Requirements:** Privacy requirements, such as HIPAA, prevent the sharing of client information. However, coordination efforts would require the sharing of many kinds of client information with the organization providing transportation services to the client of another agency. For example, the local medical center would have to share that John Doe had an appointment for cancer treatment. This violates HIPAA as of the writing of this Coordinated Plan update.
- **Reporting Requirements:** Various agencies and organizations have different reporting requirements in terms of ridership, use of funds, and more. Coordination of services would require standardized reporting practices. This, in turn, would require staff to implement these

changes. As discussed above, funding levels are such that there is no staff dedicated for this purpose. This is, therefore, a major barrier to coordination.

- **Number of Agencies:** In urban areas, the benefits of coordination are large as there are many organizations that would benefit from the specialization of transportation services provided. In rural areas, the number of organizations, and the size of the benefit for these organizations are greatly reduced. This decrease in the payoff of coordination can act as a barrier to beginning the coordination process.

## CONTEMPORARY [2014] COORDINATION

### SUCCESSES/PROGRESS IN COORDINATION

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

- **Insufficient Resources:** Some progress has been made towards overcoming this barrier. Some organizations in Colusa County provide small amounts of funding to Colusa Transit in order to contract some services. This increases the resources available to Colusa Transit to participate in the coordination of services. However, the level of coordination and funding is very low and much more is needed to fully coordinate services across the County. This remains a significant barrier to coordination.
- **Funding Requirements:** Because of the source of transportation funding, the funding restrictions are unlikely to change in the near future. This remains a significant barrier to coordination.
- **Service Area Boundaries:** With all levels of government slashing budgets, the level of funding received by Colusa County transportation providers is unlikely to increase in the near future. In fact, it is possible funding levels could decrease. Because of this, limited service area boundaries remains a significant barrier to coordination.
- **Jurisdictional Issues:** This remains a significant barrier to coordination in Colusa County.
- **Different Requirements:** This remains a significant barrier to coordination in Colusa County.
- **Technological Incompatibilities:** With all levels of government slashing budgets, locating funds for changes to enterprise systems that are still functioning properly will be hard to find. This decreases the likelihood of switching to compatible systems. This remains a significant barrier to coordination.
- **Liability/Insurance:** This remains a significant barrier to coordination in Colusa County.
- **Privacy Requirements:** This remains a significant barrier to coordination in Colusa County.
- **Reporting Requirements:** This requirement is one with which progress could be made. However, there has to be motivation to do so. This remains a significant barrier to coordination.
- **Number of Agencies:** The population of Colusa County is unlikely to grow enough to significantly increase the number of agencies providing transportation in the area. Because of this the number of agencies remains a significant barrier to coordination.

#### BARRIERS TO COORDINATION IDENTIFIED BY STAKEHOLDERS AND THE PUBLIC

Based on stakeholder input, all of the barriers to coordination discussed in the 2008 Coordinated Plan are still barriers to coordination today. The barrier that is currently the most prevalent is insufficient funding. This primarily has to do with the level of funding, although lack of equipment is a barrier as well. Another barrier that is prevalent is the number of agencies. Since the adoption of the 2008 Coordinated Plan the number of agencies providing or requiring transportation has decreased. This only lessens the benefits from initiating coordination efforts.

One additional barrier to coordination was identified based on stakeholder and public input.

- **Lack of Knowledge:** Lack of knowledge is a barrier in two ways. First, there is a lack of knowledge between agencies and organizations regarding the types of services already available. It becomes very difficult to coordinate services if entities do not know other agencies exist with which to coordinate. Second, there is a lack of knowledge by residents and organizations with regard to the cost of providing services. An example are the trips provided by CCTA to the senior nutrition program. Private funds exist to supplement this program, which does not have the funding necessary to operate year round, but the holders of these funds are unaware of the program's need. This lack of knowledge can make it difficult to coordinate across services.

## 5. PROGRESS ON THE 2008 PRIORITY STRATEGIES

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

### HIGHEST RANKED STRATEGIES AND FIVE YEAR PROGRESS

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

- **Provide sufficient resources to allow the CTSA to negotiate interagency agreements, providing for coordinated use of assets and operating funds:** While CCTA is the CTSA for Colusa County, it does not actively engage in activities that promote coordination and agreements between agencies. This is due to two local conditions. The first is a general lack of staff resources to pursue coordination. CCTA is a very small transit agency, and as such its staff does not have the resources necessary to carry out day-to-day activities as well as plan coordination activities. Coordination requires dedicated staff and a long planning horizon. The second is a lack of sufficient funds. Grant amounts awarded to rural areas are generally significantly less than those awarded to urban areas. This can make it difficult to receive grants of meaningful size to accomplish goals other than maintaining the current transit system. This first strategy suggests adding staff devoted to CTSA activities, or to contract for staff dedicated to CTSA management services from an outside party. This will create many coordination opportunities that will bring significant benefits to Colusa County.
- **Increase medical transportation capacity through traditional transit service connecting Colusa County with medical services out of county and also establishing a formalized volunteer driver program/rideshare capable of meeting the most critical non-emergency needs out of the area:** Many rural areas do not have specialized medical services available within their communities, as is the case in Colusa County. This requires residents of the county to frequently travel to Sacramento, Yuba City, or Chico to receive this specialized treatment. There are currently no Medicaid transportation providers in Colusa County and funding from the Area Agency on Aging and other sources is insufficient to meet the needs of the county. This strategy involves developing a formal volunteer driver program that would significantly increase the ability of the social services agencies in Colusa County to provide transportation to clients.
- **Identify agencies or community leaders to develop and coordinate volunteer programs, including the recruitment, screening, training and managing of volunteers:** This strategy is intimately related to the strategy above. Successful volunteer driver programs require administrative oversight in order to recruit, screen, train and coordinate volunteers. In Colusa County, there is a specific need for constant, ongoing recruitment, as there is usually a high rate of turnover in volunteer drivers. There is a need to identify agencies and individuals within the community who will undertake the administration of volunteer programs. A significant obstacle to a successful volunteer program is the exposure of the volunteer to increased personal liability in the case of an accident. One of the duties of the volunteer

recruiter and coordinator would have to be identifying and creating new insurance programs that eliminate the volunteer's personal insurance exposure. Examples of such programs could be the inclusion of an insurance program that provides an additional layer of coverage while the driver is providing transportation services for clients.

- **Coordinate arrangements for purchase of capital equipment, including vehicles, to help tap available funding, e.g. FTA 5310:** Any transportation system is going to need upgrades and replacements over time. The purchase of new or replacement capital equipment, including vehicles, should be coordinated among agencies. As the primary agency operating vehicles and the CTSA, CCTA has two major roles: first, to purchase vehicles and equipment for its own use. Second, to coordinate the purchase of vehicles and equipment for other agencies' use. This second role might involve helping other agencies apply for funding. This strategy also requires CCTA to consider formalizing a vehicle distribution program whereby it gives its retiring vehicles that still have a useful second life to other agencies. Examples of the type of equipment necessary for purchase include: replacement vehicles for CCTA and human services agencies, computer hardware and software, maintenance equipment, communications equipment, cameras, GIS equipment and other equipment that is eligible under federal guidelines.
- **Establish taxi service and expand taxi service through the introduction of a voucher program:** During the preparation of the 2008 Coordinated Plan, the county's sole private taxi service discontinued operations. Since that discontinuation, Colusa County has remained without a private taxi service. However, there is a need for a private taxi service to supplement public transportation. The implementation of a voucher program would expand the clientele able to utilize a taxi service and might incentivize a private taxi company to once again begin operations in the county. The voucher system would consist of the sale of prepaid taxi fare at some reduced fraction of the face value, with one of the agencies in Colusa County absorbing the subsidized cost.
- **Expand traditional transportation options for employment in Sacramento and Yuba City. Implement reverse commute transit routes to serve casino from Yuba City:** There is currently insufficient transportation to Yuba City and Sacramento for employment opportunities. Both Sacramento and Yuba City are relatively larger cities that contain many employment opportunities that are within a reasonable commute time of Colusa County. This strategy involves locating funding to provide reverse commute transportation specifically for the purpose of employment outside of Colusa County.

#### PROGRESS IN PRIORITY STRATEGIES

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

- **Provide sufficient resources to allow the CTSA to negotiate interagency agreements, providing for coordinated use of assets and operating funds:** In today's climate of decreasing budgets there is no funding available to hire additional staff. In fact, conversations with CCTA staff have revealed a struggle to maintain current staffing levels. Many funding

sources require that monies be spent directly on capital or operating expenditures. This means that any increase in staffing levels must come from new funding sources which allow for monies to be spent on personnel. This applies to both increasing staffing in house or contracting coordination services out to third party companies.

- **Increase medical transportation capacity through traditional transit service connecting Colusa County with medical services out of county and also establishing a formalized volunteer driver program/rideshare capable of meeting the most critical non-emergency needs out of the area:** The only progress made on this strategy has been the beginning of conversations about the possibility of this program. While this is progress, much more work must be done on the feasibility of a program such as this. There are many barriers that must be navigated before a volunteer driver program becomes a reality in Colusa County.
- **Identify agencies or community leaders to develop and coordinate volunteer programs, including the recruitment, screening, training and managing of volunteers:** No progress has been made on this strategy since the adoption of the 2008 Coordinated Plan.
- **Coordinate arrangements for purchase of capital equipment, including vehicles, to help tap available funding, e.g. FTA 5310:** Some progress has been made on this strategy. Funding sources have been located to update capital equipment for CCTA. This includes Section 5310 funding for the purchase of rolling stock, including new vehicles. Additionally, PTMISEA monies have been granted for use on various capital projects which are currently being researched. However, there has not been much progress on the coordination between CCTA and other agencies for the sharing of resource, including the destination of retiring CCTA vehicles.
- **Establish taxi service and expand taxi service through the introduction of a voucher program:** No progress has been made on this strategy since the adoption of the 2008 Coordinated Plan.
- **Expand traditional transportation options for employment in Sacramento and Yuba City. Implement reverse commute transit routes to serve casino from Yuba City:** Some progress has been made on providing transportation for employment opportunities in areas outside of Colusa County, including Sacramento and Yuba City. CCTA is hoping to find funds for a Short Range Transit Development Plan in the next fiscal year (2015/2016) that will explore the possibility of connecting to Yolobus, GlennRide and Yuba-Sutter Transit. This would open up many opportunities for residents of Colusa County to travel to the surrounding areas. While this is certainly progress, the feasibility of these connections has not been established and much more work needs to be done before these connections become a reality.

#### OTHER NOTABLE CHANGES

There are other potential changes to transportation services that would impact, and in most cases improve, transportation options for the residents of Colusa County. This list was obtained through conversations with CCTA at the unmet needs meeting in Colusa City.



- **Later Evening Service, 7:00am to 7:00pm** – Service usually ends at 5:00pm. This later service would help those who work or go to school be able to take public transit home. Service to 7:00pm has been implemented as of January 5<sup>th</sup>, 2015.
- **Later Service on Friday and Saturday** – Realizing that Fridays and Saturdays are the two days when people are the most likely to be going out for recreational activities later in the evenings, CCTA is considering extending service hours for these two days. This would only be done if the farebox recovery rate and ridership increased.
- **Decreasing Youth Fares for Service to Yuba County** – CCTA has decreased fares on the route to Yuba City back down to \$1.50 for children. The hope is this decrease in fares will bring back the ridership previously seen on this route. If increased demand does not occur, the decision to reduce service on this route will be reevaluated. This change has been implemented as of January 5<sup>th</sup>, 2015.
- **Connections to Glenn Ride and Yolobus** – CCTA is considering connecting to both Glenn County through Glenn Ride, and Yolo County through Yolobus. These connections would then allow Colusa County residents to travel outside the county more easily, and also allow them to reach other areas through connections made by Glenn Ride and Yolobus to Butte, Tehama, Sacramento and more.
- **Daily Local Circulator in Williams:** Colusa County schools on the west side of the freeway provide transportation to school, but not home from school. Since the new housing development has been built on the east side of the freeway, children are having to walk home from school by crossing over the freeway. This is unsafe and too far (1.7 miles) for children to walk. There is service to Williams, however, local circulator service would allow for rides within the city and would keep children from having to cross the freeway on foot to get home from school. This service was implemented as of January 5<sup>th</sup>, 2015.

## 6. SERVICE GAPS AND UNMET TRANSPORTATION NEEDS

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

### KEY ORIGINS AND DESTINATIONS

Distance is an issue in terms of transportation in Colusa County. This, coupled with the fact that many individuals with the most limited access to private transportation (transit dependent persons) live in the most remote areas of the county, makes transportation in these areas very difficult. For many rural areas, key services are located in larger communities or regional centers, which are often in neighboring counties. Medical facilities are a prime example of this. Access to local services in other communities within the county plus the importance of out-of-county destinations were consistently mentioned as key. Table 6 shows key origins and destinations in Colusa County.

**TABLE 5-KEY ORIGINS AND DESTINATIONS**

<u>Origin/Destination</u>	<u>City</u>	<u>Facility Type</u>
UC Davis Medical Center	Sacramento	Medical
Sutter North Yuba City medical Center	Yuba City	Medical
VA Hospital	Chico	Medical
Post Office	Arbuckle	Service
Family Action Center	Arbuckle	Education
Rite-Aid	Colusa	Shopping
UC Davis Medical Group	Colusa	Medical
Colusa Casino Resort	Colusa	Employer
Colusa County Health & Human Services	Colusa	Service
Colusa Regional Medical Center	Colusa	Medical
The "Bench" (Only official bus stop in the county)	Colusa	Service
Post Office	Grimes	Service
American Rice, Inc.	Maxwell	Employer
Vet's Hall	Meridian	Transit Hub
Pinewood Manor Senior Housing	Williams	Service

*Source: Colusa County 2008 Coordinated Public Transit-Human Services Transportation Plan*

### EVALUATION CRITERIA

According to the Transportation Development Act (TDA), prior to allocating LTF funds to streets and roads, rural counties are required to hold a minimum of one public hearing to receive comments on unmet transit needs that may exist and that might be reasonable to meet. For this purpose, the Regional Planning Agency has defined both “Unmet Transit Needs” and “Needs that are Reasonable

to Meet”. These definitions are used by local Social Services Technical Advisory Councils in recommending transportation services to the local Transportation Commission.

- **Unmet Transit Needs:** Those public transportation services which have not been funded or implemented but have been identified through public input, including the annual unmet transit needs public hearing, transit needs studies and other methods approved by the commission. Unmet transit needs specifically include: Public transit not currently provided for persons who rely on public transit to reach employment, medical assistance, shop for food or clothing, to obtain social services such as health care, county welfare programs and educational programs; and trips requested by the transit dependent or transit disadvantaged persons, for which there is no other available means of transportation. Transit dependent or transit disadvantaged shall include, but not be limited to, the elderly, the disabled and persons of limited means.
- **Reasonable to Meet:** The definition of Reasonable to Meet is based on the requirements of the Transportation Development Act (TDA). More specifically, those public transportation services that are Reasonable to Meet are those which meet the following criteria:
  - **1)** Pursuant to the requirements of PUC Section 99401.5 (c), a determination of needs that are reasonable to meet shall not be made by comparing unmet transit needs with the need for streets and roads. The fact that an identified need cannot fully be met based on available resources shall not be the sole reason for finding that a transit need is not reasonable to meet.
  - **2)** Services which, if implemented or funded, complies with a 10% farebox recovery ratio and/or TDA section 99268 st.seq.
  - **3)** Services which, if implemented or funded, would not duplicate or replace existing services. The SSTAC may use the following as a determinant in the implementation of new services
    - **A)** Forecast of anticipated ridership if service is provided
    - **B)** Estimate of capital and operating costs for the provision of such services.
    - **C)** Estimate of farebox recovery ratio.
  - **4)** Services which, if implemented or funded, would not cause the responsible operator to incur expenditures in excess of the maximum amount of:
    - **A)** Local Transportation Funds and State Transit Assistance Funds which may be available for such operator to claim.
    - **B)** Federal Transportation Administration (FTA) Funds or other support for public transportation services which are committed by federal and/or state agencies by formula or tentative approval of specific grant requests.
    - **C)** Farebox and local funding in compliance with PUC Section 99268 et.seq.<sup>21</sup>

Based on these definitions, the service gaps and unmet needs identified in the stakeholder engagement process are placed in two categories: needs that are reasonable to meet and needs that are unreasonable

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<sup>21</sup> This text is taken from the Caltrans website accessed here:  
<http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/STATE-Tda-Unmet-Def.pdf>

to meet. The list of unreasonable to meet transit needs includes all requests to close service gaps by residents and stakeholders that are not currently considered reasonable to meet. For example, if lack of funds in the current fiscal year is keeping a new route from being created, the route would be placed on the unreasonable list. There is, however, no guarantee the unreasonable needs will ever become reasonable to meet. Both the reasonable and unreasonable lists are found below in the Gaps and Unmet Transit Needs subsection.

## GAPS AND UNMET TRANSIT NEEDS

From the SSTAC minutes from recent years, four unmet needs were identified. To this list is added three additional needs that were discovered during the public outreach and survey processes. These seven needs were then classified as either reasonable or unreasonable to meet with input, and in consultation with Colusa County Transit Agency staff.

### REASONABLE TO MEET

- **Evening Service for Patients:** Many patients get out of procedures or are discharged after the last bus has left. This has been an ongoing problem and people have started to call the police for rides home if they are not able to ride with friends or family. Evening service would help to alleviate this problem.

### UNREASONABLE TO MEET

- **More Frequent Service:** Passengers have said some of the wait times for the bus are prohibitively long. Potential riders will sometimes forego taking a trip because it would waste too much of their day. More frequent service would solve this problem.
- **More Bicycle Paths and Lanes –** Transportation is not limited to motorized transportation. Adding bicycle paths and lanes would allow those that live close enough to work, school or recreational destinations to bike there, to reach those locations without CCTA having to provide costly bus service.
- **Saturday Bus or Taxi Service:** There is currently no public transportation that can be used by residents who work on the weekends. The example used in the unmet needs meeting was two young adults aged 22 who work at Colusa Casino Resort. They must either walk, or ride bicycles to work late at night, or in the weather three miles in each direction. Saturday service would greatly enable this type of employment.
- **Service to Dunnigan in Yolo County:** Dunnigan, in Yolo County is home to both the Yolo County food bank and First 5 Yolo County. Both of these organizations provide services to residents of Colusa County. However, because there is no transportation provided to Dunnigan many people cannot take advantage of these services. This is therefore an unmet need.
- **Additional Out-of-County Medical Trips:** This is a service that is currently provided by CCTA. The reason this qualifies as an unmet need is that funding for CCTA to perform this service is very limited and funds generally run out before the end of the fiscal year. This leaves

many people in need of non-emergency medical transportation. Having an organization apply to become a Medi-Cal NEMT provider would fulfil this need.

- **Increased Outreach for Donations for Elder Transportation:** Like out-of-county medial trips, this is a service that CCTA provides. However, funds for this program do not last the entire fiscal year. Currently the program is run on a donation basis. Increasing outreach to the senior population that utilizes this service, as well as their families would increase the funds available and could allow the program to run for the entire year with no additional funding.

## 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 to process, analyze, and interpret data collected from surveys, public outreach meetings, conversations with stakeholders, and other sources.

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

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?**

Does the strategy:

- 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?**

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 high priority strategies was conducted in conjunction with Colusa County both keeping this unmet need in mind, and recognizing realistic constraints such as funding restrictions, time and the availability of other resources. Table 6 contains the reasonable to meet unmet needs that was considered in the identification of new high priority strategies.

**TABLE 6-REASONABLE TO MEET UNMET NEEDS**

<b>Transit Need</b>	<b>Area</b>	<b>Notes</b>
Evening Service for Patients	Non-Emergency Medical Transportation	This could be done with non-emergency medical transportation

## PRIORITIZATION OF STRATEGIES/PROJECTS

Wherever possible, and in consultation with the Colusa County Transit Agency and stakeholders, the priority strategies identified in the 2008 Plan were retained and included in this Coordinated Plan update. Two previous priority strategies were retained in this manner. To those two strategies four more were identified for a total of six high priority strategies moving forward. These strategies are, in no particular order, listed below in Table 7:

**TABLE 7-2014 HIGH PRIORITY STRATEGIES**

Strategy 1	Maintain the Current Level of Transportation Service
Strategy 2	Increase Non-Emergency Medical Transportation Capacity and Options (Retained from the 2008 Coordinated Plan)
Strategy 3	Increase Outreach and Education, Especially Regarding Transportation Costs and Services Available
Strategy 4	Coordinate the Arrangement of Purchases of Capital Equipment With Other Agencies (Retained from the 2008 Coordinated Plan)
Strategy 5	Increase Fares
Strategy 6	Multi-Organizational Approach to Solutions

## 8. IMPLEMENTATION PLAN FOR HIGH PRIORITY STRATEGIES

This section provides, in much more detail, information on the six high priority strategies mentioned in the previous section. It is important to note that the detail provided for each strategy is conceptual and further discussion and planning would be required before moving forward with any of the strategies. In addition, funding restrictions and availability, administrative capability/organizational capacity, and other issues related to implementing these strategies would require more detail and clarification than is provided in this Plan.

### **Strategy 1 – Maintain the Current Level of Transportation Service**

While there are certainly transportation needs of Colusa County residents that are not being met, there is a level of satisfaction with the service that is currently being provided. In this time of decreasing budgets and increasing competition for federal and local grant funding, it is important to first and foremost protect the current level of service from decreased funding. Conversations with CCTA staff revealed a struggle to maintain current staffing levels. While these budget issues are not currently affecting operations, it would not be difficult for operational funds to also be put in danger. Before attempting to increase or expand service to other areas, CCTA should be sure that funds exist, for the forecasted future, to maintain the current level of services provided.

This strategy should not necessitate any additional funding sources if current funding sources persist. However, if one, or more, funding sources no longer becomes a viable option, new funding sources that are identified should first be used to replace those lost operational funds.

### **Strategy 2 – Increase Non-Emergency Medical Transportation Capacity and Options**

This is one of the strategies retained from the 2008 Coordinated Plan. CCTA is currently the non-emergency medical transportation provider for Colusa County. CCTA can provide non-emergency medical transportation to children under the age of six, pregnant women, veterans, individuals with low income and seniors aged 60 and older. However, these trips can only be made on a very limited basis, and only until funding for this program runs out for the given fiscal year. At that point this service ceases until the start of the next fiscal year when the service resumes until funding is exhausted once again.

It is possible for local providers (including public agencies and non-profit organizations) to become providers of non-emergency medical transportation (NEMT) under existing Medi-Cal guidelines. Medi-Cal is California's Medicaid health insurance program. It pays for a variety of medical services for children and adults with limited income and resources. People receiving Medi-Cal covered services may be provided NEMT at Medi-Cal's expense under certain, very limited circumstances. Medi-Cal will pay for NEMT only when it is provided by a carrier licensed by Medi-Cal, and only when the individual's medical condition requires transport by a wheelchair van, litter van, or ambulance, although this can include people who just need a high level of care, dialysis patients for example.



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

In Colusa County the number of organizations that could qualify to become a Medi-Cal NEMT provider is limited, although there are some that could qualify. This number increases significantly if surrounding counties are included. Some notable organizations that might qualify include Interim Healthcare in Yuba City, the Colusa Indian Community Health Clinic and Ampla Health in Colusa City. There is also the possibility that additional qualifying entities will move to Colusa County in the future.

Information and instructions on how to become an NEMT provider are available on the Medi-Cal website here: [http://files.medi-cal.ca.gov/pubsdoco/prov\\_enroll.asp](http://files.medi-cal.ca.gov/pubsdoco/prov_enroll.asp).

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

### **Strategy 3 – Increase Outreach and Education, Especially Regarding Transportation Costs and Services Available**

Outreach is important to transportation in Colusa County and benefits the system in two ways. The first way has to do with costs and funding. One of the most important programs offered by CCTA is the transportation offered to the senior nutrition program. These rides are offered at no cost to the participants, although the option exists for donations. Currently and without one-time-only funds, funding for this program lasts approximately 7-9 months depending on ridership and billing. This leaves 3-5 months of the year where the continuation of this program is dependent on these one-time-only funds. The program could be funded all year if other programs currently offered by CCTA were eliminated or truncated. However, sustaining one service last by sacrificing another is not desirable. Increasing the outreach and education to those utilizing this service could increase the amount of voluntary donations and help with closing the funding gap. Another approach would be to conduct outreach to the families of those who use the service as they would also likely be willing to help fund this program.

Increasing general ridership on the system could also assist in funding. Increasing ridership will increase passengers per mile and hour of operation and drive the farebox recovery rate up, both of which assist in the project's funding. Increasing outreach to all members of the public can help increase ridership.

#### **Strategy 4 – Coordinate the Arrangement of Purchases of Capital Equipment With Other Agencies**

This is another of the strategies retained from the 2008 Coordinated Plan. Capital used for transportation, like capital used in all other pursuits, wears out over time and needs to be replaced. CCTA, as both the largest provider of transportation services in Colusa County, and the CTSA for the county is uniquely positioned to apply for funds to replace vehicles. There are currently two other organizations in Colusa County that operate their own vehicles, as well as numerous other organizations that provide vouchers for clients to ride Colusa Transit buses. The organizations that operate vehicles are the Colusa County Unified School District, and the Colusa Indian Community.

Conceptually, this strategy can be approached in two different ways. First, when other organizations that provide transportation services need new vehicles they can come to CCTA and request assistance with writing their own grant applications. As the largest provider of transportation in Colusa County, CCTA has the most experience in writing these applications and has a better understanding of how to write a successful application. In return for including the applications of these other organizations, Colusa County Unified School District and Colusa Indian Community (and in the future any other organizations that provide their own transportation) can take some of the grant writing burden off of CCTA once their respective staffs have had training in grant writing. In this way, CCTA staff can have more time to focus on administering transportation services.

Second, CCTA can time its replacement of vehicles so the old vehicles that still have a useful second life can be sold to these other organizations that provide transportation. This would help to reduce the risk of either Colusa County Unified School District or the Colusa Indian Community having their application rejected. This would also decrease the cost of the vehicle if one of these organizations was forced to purchase a vehicle with its own funds instead of grant money.

#### **Strategy 5 – Increase Fares**

Public Transportation in Colusa County is among the cheapest in the state. Fares vary by destination, but range from \$1.50 to \$2.00 after a fare increase approved December 16, 2014. This is an especially low price considering all Colusa County transit's services are demand response and flex route based. While low fares are generally considered beneficial as lower costs mean more people can afford to ride transit, these low fares coupled with Colusa County's low farebox recovery rate are a problem.

The farebox recovery rate was 10.16% in FY 2010/2011, 10.32% in FY 2011/2012, 10.12% in FY 2012/2013 and 10.49% in FY 2013/2014. Each of the last four fiscal years has seen farebox recovery dangerously close to the 10.00% minimum required to receive funding. In fact, for two of the past four years it had been thought the farebox recovery was below the 10.00% minimum before the numbers of revised up. In a rural county such as Colusa outside funding for transportation is too important to risk keeping fares far below what other comparable counties have set.

At the time of this update, the Transit Manager for CCTA successfully recommended to the transportation commission that fares increase by \$.25. While this is a start, fares could be increased

even more over the duration of this Coordinated Plan cycle. Similar services in neighboring counties run from \$3.00 for Glenn County and Yolo County to \$6.25 for Lake County.

**Strategy 6: Multi-organizational approach to solutions**

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

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

**SUMMARY AND NEXT STEPS**

The final Coordinated Public Transit-Human Services Transportation Plan will be submitted to Caltrans. This draft is available for adoption by the Colusa County Transportation Commission at its discretion. However, comments and further edits are available through the end of January, 2015 and the provision of a Final Draft Coordinated Plan can be available for adoption in February, 2015.

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 WORKSHOP MATERIALS

FIGURE 3-COLUSA COUNTY OUTREACH FLYER

# Do you have unmet Transit Needs?

## Voice your opinion!

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

**Date** Tuesday, October 28th, 2014

**Time** 10:00 AM

**Location** Transit Training Room  
715 D Street, Colusa, CA  
95987

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

*Please contact Kent Boes at 530-458-0444 or [kboes@countyofcolusa.org](mailto:kboes@countyofcolusa.org) a few days in advance if you need assistance getting to the workshop, will need language interpretation, and/or other assistance during the meeting*

### Can't Make It?



**Email Comments**  
[coordplan14@pacific.edu](mailto:coordplan14@pacific.edu)

**Online Survey**  
Give input online through our survey:  
[www.surveymonkey.com/s/colusacp14](http://www.surveymonkey.com/s/colusacp14)



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

**TOLL FREE NUMBER**  
844-462-9040

**All Comments due:**  
11/14/2014

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

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

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

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

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

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

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

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

5. Which of the following best describes your current employment status? Check all that apply.
- Employed
  - Student
  - Retired
  - Homemaker
  - Other ( Please specify): \_\_\_\_\_

6. What is your age? \_\_\_\_\_

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

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

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

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

\_\_\_\_\_

10. What is your estimated annual household income? \_\_\_\_\_

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

Public Transit-Human Services Transportation Coordinated Plan  
*Stakeholder Survey: Colusa County*  
 5 Responses

**Contact Information**

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

Organization Name	Address	City/Town
Colusa County	251 E. Webster Street	Colusa
Colusa County DHHS/Public Health	251 E. Webster Street	Colusa
Colusa County Dept. of Health & Human	251 E. Webster Street	Colusa
Colusa County One-Stop	146 Market Street	Colusa
C.T.T.P.	519 Jay Street	Colusa

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)?

Classifications	%	Count
Local Admin Agency	40.0%	2
State Admin Agency	20.0%	1
Vocational/Employment Agency/Center	20.0%	1
Other (please specify): Tribal Temporary Assistance for Needy Families	20.0%	1

*5 Responses*

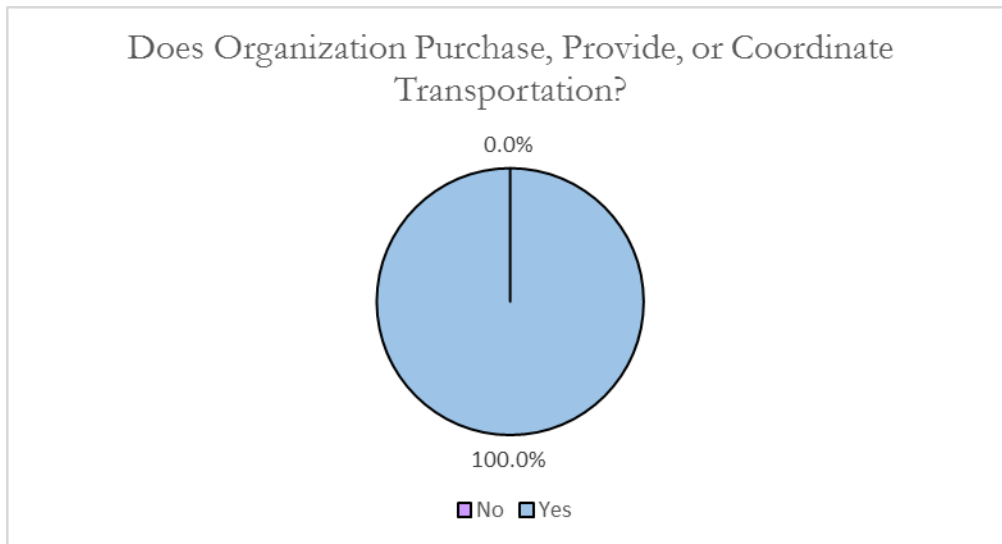
4. Which of the following populations do you serve/represent (check all that apply)?

Populations	% of Respondents	Respondent Count
Persons with low incomes	100.0%	5
Persons with disabilities	80.0%	4
Children/Youth	80.0%	4
Seniors/Elderly	80.0%	4
General public	80.0%	4
Seeking employment/education	60.0%	3
Students	40.0%	2
Veterans	40.0%	2
Pursuing counseling/substance abuse	20.0%	1

5 Responses

**Organization Type**

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

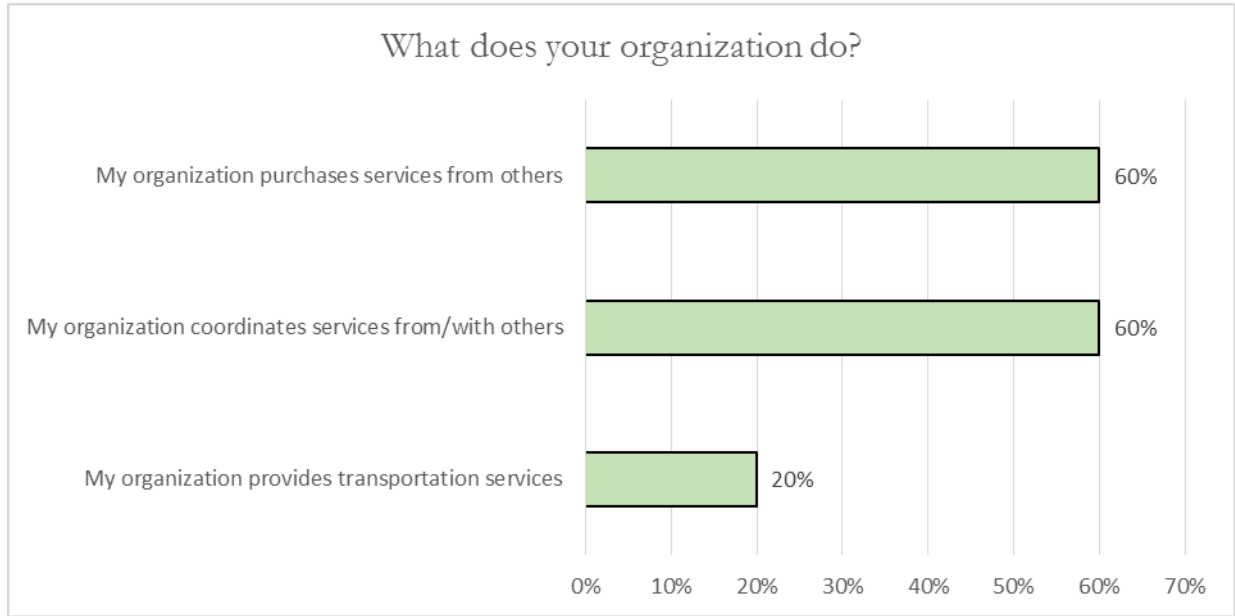


5 Responses



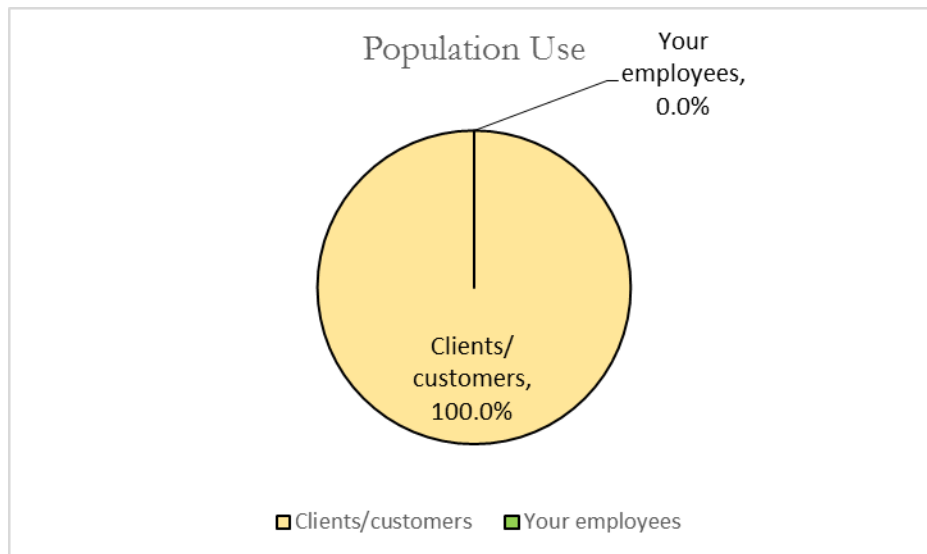
**Organization Background and Transportation Services**

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



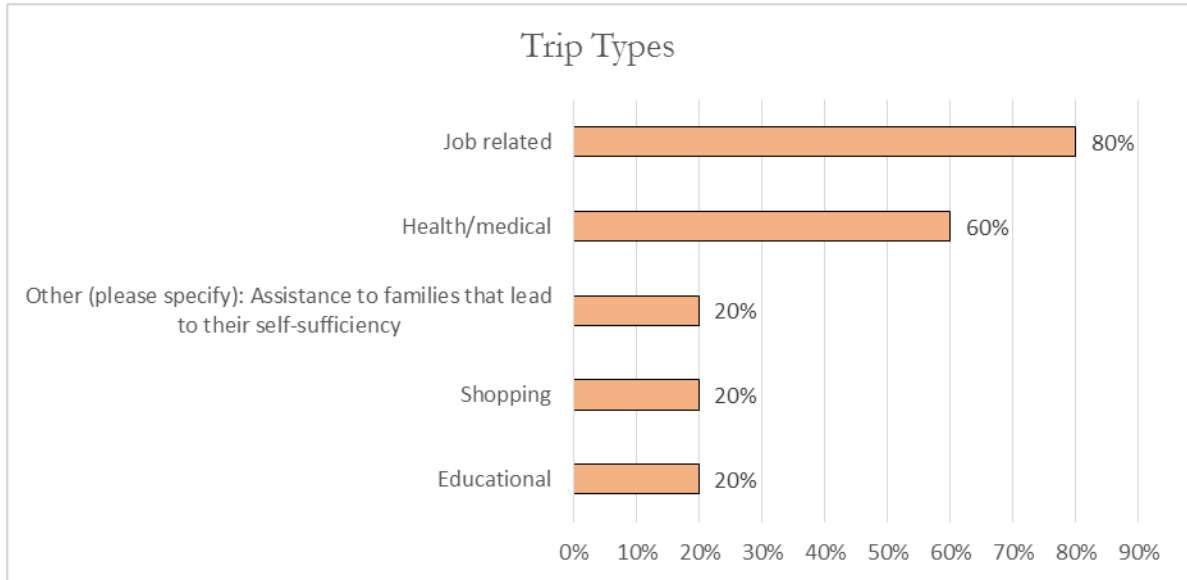
5 Responses

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



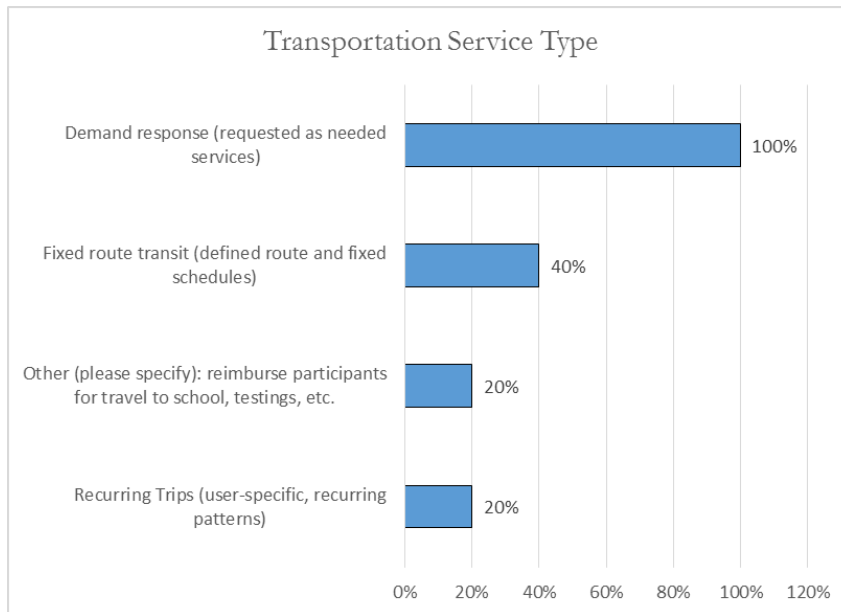
5 Responses

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



5 Responses

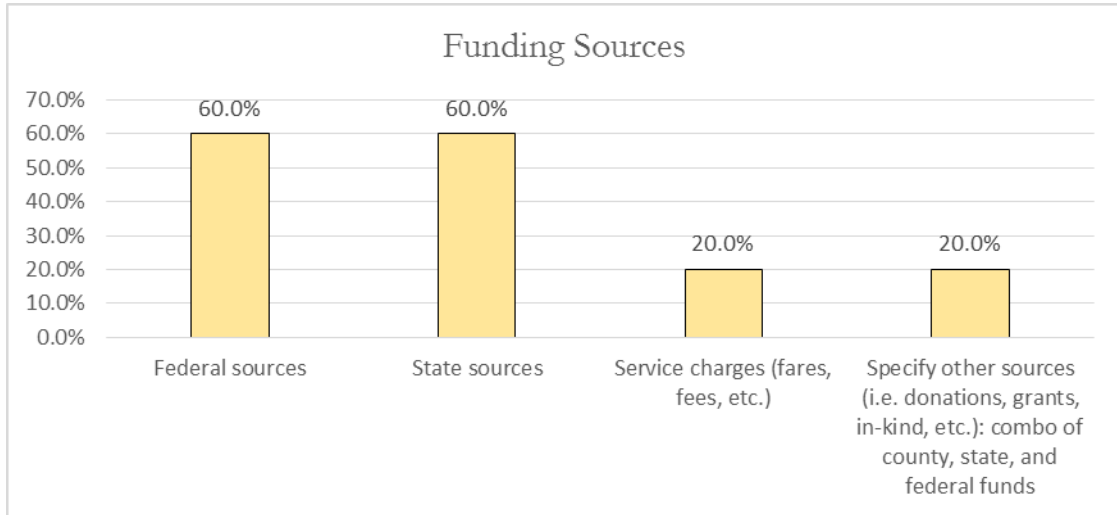
9. Please indicate the kind of transportation services your organization provides, purchases, or coordinates? Check all that apply.



5 Responses

**Transportation Services**

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



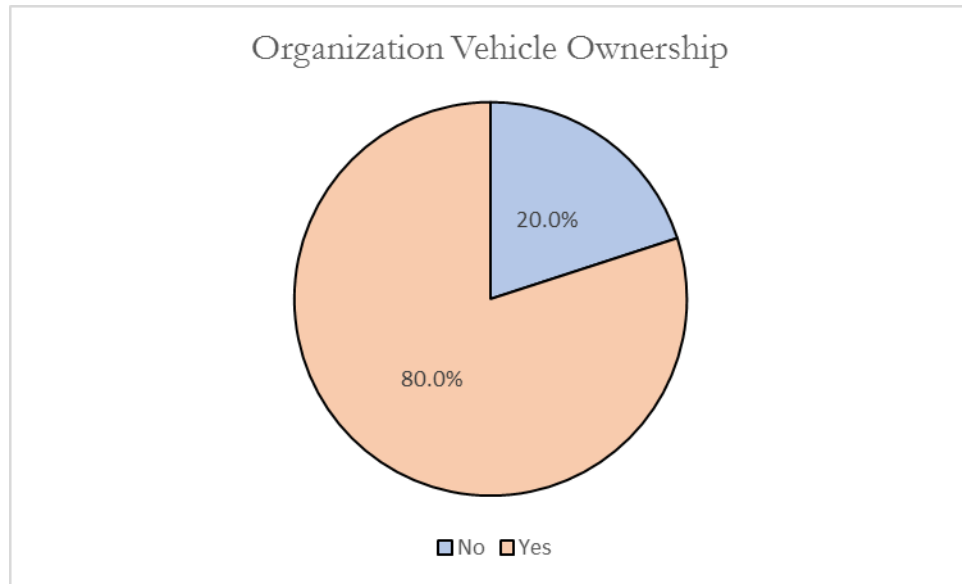
*5 Responses*

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

Total passenger trips: Number of trips per week varies by organization. Some organizations provide 5 or 6 and others provide approximately 25. The organizations that answered this question only provide weekday service.

*3 Response*

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



5 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. 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
Truck/SUV	0	0
Bus	0	0
Car	2	5
Van	2	34

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 summary of the unmet transportation needs stakeholders identified for the community/clients they work with:

- **Service Limitations:** Not enough transit service between towns in the morning for children traveling to school and no transit service to Cortina Rancheria
- **Transportation for job access:** Transit only operates Monday-Friday 8am-5pm and not everyone has an 8-5 job
- **Vehicle access:** Not enough vehicles
- **Affordability:** need more subsidized transportation for low-income individuals and families

#### *4 Responses*

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

The answers in question 14 are also applicable to this question. In addition, stakeholders identified the following issues:

#### **Service Limitations/Area of Coverage**

-stakeholders said that there is no after hour transportation for individuals to get to school, community college, or work.

-There is also a great need for participants with little funding travel to and from Cortina Rancheria (the reservation is isolated). There are not enough transportation opportunities to outlying/remote areas of the county.

#### **Medical transportation**

-Need out of county medical transportation when they don't qualify for programs to reimburse our local Transit agency or the agency is out of funding.

#### *5 Responses*

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

The following comments were made about gaps in transportation service:

-No transit service to Cortina Rancheria

-No service after 5pm

*2 Responses*

17. Please describe areas where transportation service is duplicated.

No one identified service duplication.

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

One stakeholder stated they transit agencies should partner with the local government and/or other human service agencies to develop coordinated plans for transportation services for low-income and veteran populations. Another stakeholder would like to see the transit service available for longer hours.

*2 Responses*

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

Stakeholders offered the following recommendations:

- **Operations**
  - Have a good operating system where all employees are aware of the passengers' destinations.
  - Drivers should pick up more than one person.
  - Hire workers for a taxi service that can work past 5pm.
  
- **Service for low-income individuals/families:** Colusa DHHS can work more closely with Colusa Transit to ensure low-income individuals/families have easier access to transportation.
  
- **Capital equipment**
  - Purchase another car for taxi service.

*3 Responses*

**Conclusion**

20. Use this space to share any additional comments about the coordination transportation system in your county.
- Have a good communication system where all bus drivers should communicate about who they are picking up and where they are located to prevent duplicate trips.

*1 Response*

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

**TABLE 8-STAKEHOLDER LIST**

<u>Name</u>	<u>Agency</u>	<u>Position</u>
Kim Vann	Colusa County District 1	Chair, District 1
Elizabeth Kelly	Colusa County DHHS	Director
Ginger Harlow	First 5	Executive Director
Walt Beck	Colusa Community Hospital	CEO
Scott Marshall	Colusa County Sheriff Department	Sheriff Coroner
Nancy Salm	Literacy Program/Library	Literacy Coordinator
Kim Owens	Arbuckle Family Action Center	Program Coordinator
Scott Lanphier	Colusa County Public Works	Director
Kent Boes	Colusa County Transit Agency	Transit Manager



## APPENDIX B: FUNDING MATRIX

TABLE 9-FUNDING MATRIX

Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
<b>Federal Sources</b>						
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	\$28.9 million in FY 14/15	Nonprofit agencies, public agencies	11.47% match	Typically vans or small buses are available to support nonprofit transportation providers. Annual grant cycle. Applications are available at Caltrans website <a href="http://www.dot.ca.gov/hq/MassTrans">http://www.dot.ca.gov/hq/MassTrans</a>
FTA Section 5311 Formula Grant for Rural Areas	Provide capital, planning, and operating assistance to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations.	Planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services	\$599.5 million in FY 2013; \$607.8 million in FY 2014  (total amount available for all states)	Public agencies, local governments, tribal governments, nonprofit agencies	20% for capital, 50% operating assistance, 20% for ADA non-fixed-route paratransit service, using up to 10% of a recipient's apportionment	Funds are distributed on a formula basis to rural counties throughout the country. A portion of 5311 funds (\$45 million nationally from 2006-2009) is set aside for a Tribal Transit Program, which provides direct federal grants to Indian tribes to support public transportation on Indian reservations.
FTA Section 5311(f)	Funds public transit projects that serve intercity travel needs in non-urbanized areas.	Capital projects and operations		Public agencies, local governments, tribal governments, nonprofit agencies	50% for operating costs, 80% for capital costs	Projects are awarded on a statewide competitive basis

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Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Federal Section 5304 Grant	The purpose of this grant is to promote a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. In addition, the purpose also is to identify and address mobility deficiencies in the multimodal transportation system, encourage stakeholder collaboration, involve active public engagement, integrate Smart Mobility 2010 concepts, and ultimately result in programmed system improvements.	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	\$50,000	State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs). Federal planning funds are first apportioned to State DOTs. State DOTs then allocate planning funding to MPOs.	<b>Local Match:</b> 11.47% of the total project amount (in-kind contributions allowed)	

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

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Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Federal Transit Administration (FTA) Section 5339 Funds  (5339 was established by MAP-21, replaced 5309)	Capital projects for bus and bus-related facilities.	Capital projects only	\$422 million FY 2013; \$427.8 million FY 2014  (total amount available for all states)	Designated recipients and states that operate or allocate funding to fixed-route bus operators;  Subrecipients: public agencies or private nonprofit organizations engaged in public transportation, including those providing services open to a segment of the general public, as defined by age, disability, or low income.	20% for capital projects	
Regional Surface Transportation Program (RSTP)	Provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.	Construction, Reconstruction, Rehabilitation, Resurfacing, Restoration, and operational improvements	\$285,518 in FY 13/14	Transit projects eligible for assistance under the Federal Transit Act	Unknown	Colusa County was the recipient of this award

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Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Federal Highway Administration (FHWA) Strategic Partnerships grant	The objective of Strategic Partnerships is to achieve the Caltrans Mission and Grant Program Overarching Objectives, encourage regional agencies to partner with Caltrans to identify and address statewide/interregional transportation deficiencies in the state highway system, strengthen government-to-government relationships, and result in programmed system improvements.	Funds transportation planning studies of interregional and statewide significance, in partnership with Caltrans.	Approximately \$1.5 million will be available for the Fiscal Year 2015-16 grant cycle. The minimum grant is \$100,000 and the maximum amount per grant cannot exceed \$500,000.	To qualify as a pooled fund study, more than one state transportation agency, federal agency, other agency such as a municipality or metropolitan planning organization, college/university or a private company must find the subject important enough to commit funds or other resources to conduct the research, planning, and technology transfer activity.	20% of the total project amount (in-kind contributions allowed)	Project examples include: studies that identify regional, inter-city and/or statewide mobility and access needs; corridor studies and corridor preservation studies; projects that evaluate transportation issues involving ground access to international borders.
<b>Health and Human Services Funding</b>						
Title XX Social Services Block Grant (SSBG) (Department of Social Services)	Goals: 1. Reduce dependency, 2. Achieve self-sufficiency, 3. Protect children and families, 4. Reduce institutional care by providing home/community based care, 5. Provide institutional care when other forms of care are not appropriate.	Transportation services for participants in Title XX programs	\$37,899 in FY 12/13	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.

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Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Community Services Block Grant (CSBG) (Department of Community Services & Development)	Assist low income people in attaining the skills knowledge, and motivation necessary to achieve self-sufficiency.		\$247,923 in 2012	States, Territories and Tribal Governments	Unknown	This was awarded jointly to Glenn, Colusa and Trinity Counties
Aging & Disability Resource Center Grant Program - Part of the President's New Freedom Initiative (Dept. of Aging)	Support state efforts to create "one stop" centers to help consumers learn about and access long-term supports ranging from in-home services to nursing facility care.		\$202,443 awarded to California in 2012	All U.S. States and Territories	Unknown	Funds are awarded to the State and then disseminated to participating local agencies
HIV Care Formula Grants (Dept. of Health and Human Services)	Support programs designed to increase access to care and treatment for underserved populations, reduce need for costly inpatient care, reduce prenatal transmission, and improve health status of people with HIV. A portion of the funds can be used for transportation.		\$2,392,200,000	State, local governments, public and nonprofit private agencies.	None	75% of funds must be used for core medical services, while 25% can be used for support services such as transportation that supports a person living with HIV
Consolidated Health Center Program (Bureau of Primary Health Care)	Fund health centers that provide primary and preventative health care to all residents including diverse underserved populations. Health centers can use funds for center-owned vans, transit vouchers, and taxi fare.		\$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

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Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Older Americans Act Title III B - Grants for Supportive Services & Senior Centers (Administration on Aging)	Funds are awarded by formula to State units on aging for providing supportive services to older persons, including operation of senior centers. May be used to purchase and/or operate vehicles and funding for mobility management services	Door to door assisted transportation and vouchers for public transportation	\$66,475 in FY 12/13	States and territories, recognized Native American tribes and Hawaiian Americans as well as non-profit organizations	5.00%	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	\$38 million nationwide in FY 2011	Recognized Native American tribes and Hawaiian Americans as well as non-profit organizations.	Unknown	Funds are given based on a formula related to the share of the American Indian, Alaskan Native, and Native Hawaiian 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.	\$53,662 in FY 12/13	States and territories	None	None

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Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Substance Abuse Prevention & Treatment Block Grant (Substance Abuse & Mental Health Services Administration)	Block grants provide funds for substance use prevention and treatment programs. Transportation-related services supported by these grants may be broadly provided through reimbursement of transportation costs and mobility management to recipients of prevention and treatment services		\$399,904 in FY 12/13	States, Territories and Tribal Governments	None	20% of funds must be spent on education, 5% must go to increase the availability of treatment services for pregnant women, 5% on administrative needs and the rest of discretionary
Child Care & Development Fund (Administration for Children & Human Services)	Assists low-income families in obtaining child care so they can work or attend training/education. The program also improves the quality of childcare and promotes coordination of childhood development programs	Voucher payments to child care providers	\$389,274 in FY 12/13	States, Territories and Tribal Governments	Unknown	None



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Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Developmental Disabilities Projects of National Significance (Administration for Children and Families)	Promote and increase independence, productivity, inclusion and integration into the community of persons with developmental disabilities, and support national and state policy that enhances these goals. Funding provides special projects, reimbursement of transportation costs and training on transportation related issues.		\$425,725 annually for California	State, local governments, public and nonprofit private agencies.	Matching requirements are specified in each published funding opportunity announcement	Projects are awarded for programs are considered innovative and likely to have significant national impact
Head Start (Administration for Children & Families)	Head Start provides grants to local public and private agencies to provide comprehensive child development services to children and families. Local Head Start programs provide transportation services for children who attend the program either directly or through contracts with transportation providers	Program expansion and cost of living adjustments	\$1,636,940 in FY 12/13	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.

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Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
TANF / CalWORKs (California work opportunity & responsibility to kids) (Department of Social Services)	Provide temporary assistance to needy families. Recipients are required to participate in activities that assist them in obtaining employment. Supportive services, such as transportation and childcare are provided to enable recipients to participate in these activities.	Cash aid paid out to eligible recipients for use on transportation and other needs	\$1,159,698 in FY 12/13	States and Federally recognized Native American tribes. Eligible families as defined in the TANF state plan	Unknown	TANF funds cannot be used for construction or to subsidize current operating costs. State and county funds in the CalWORKs program are used to meet the TANF maintenance of effort (MOE) requirement and cannot be used to match other federal funds.
Community Development Block Grants (CDBG) (Department of Housing & Community Development)	Create or preserve jobs for low income and very low income persons.	Public Improvements, including transportation	\$857,501 in 2013	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.
<b>State Sources</b>						
Transit System Safety, Security and Disaster Response Account	Develop disaster response transportation systems that can move people, goods, and emergency personnel and equipment in the aftermath of a disaster	Capital projects	Varies by county	Agencies, transit operators, regional public waterborne transit agencies, intercity passenger rail systems, commuter rail systems	None	Part of Proposition 1B approved November 7, 2006.
Proposition 1B funds will sunset in 2016, but funds authorized under its formula and not yet obligated or expended remain available until the program's expiration.						
State Transit Assistance Fund (STAF)	Public transit and paratransit services	Capital projects and operations	Varies from year to year depending on appropriation to Public Transportation Account of which 75% goes to STA	Allocated by formula to public transit operators	None	Revenues derived from sales taxes on gasoline and diesel fuels.

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Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
State Transportation Improvement Program (STIP)	Major capital projects of all types, including transit.	Transit capital projects	\$90.9 million in FY 14/15			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	\$600 million statewide in FY 14/15	Transit operators and local agencies who are eligible to receive STAF funds pursuant to California Public Utility Code Section 99313	None	Bond act approved by voters as Proposition 1B on November 7, 2006
Rural Planning Assistance (RPA)		Used for activities associated with the Metropolitan planning process	\$98,951			
Rural Planning Assistance (RPA) Discretionary Grant		Used for activities associated with the Metropolitan planning process	\$25,000			

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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.	\$719,951	State Agencies		The Federal share of the cost of a project carried out with SP&R funds shall be 80% unless the Secretary determines that the interests of the Federal-aid highway program would be best served by decreasing or eliminating the non-Federal share.
FY 2013/14 Community Based Transportation Planning Grant	Community-Based Transportation Planning (CBTP) grant program promote a balanced, comprehensive, and multi-modal transportation system	CBTP grants are instrumental in developing and studying the sustainability of land use plans that improve the quality of life for many Californians.	\$649,553			Ninety percent (90%) of the projects costs are funded by the Caltrans grant program and the remaining ten percent (10%) is contributed by the grantee as a local match.
<b>Regional/Local Sources</b>						

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Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
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		Revenues are derived from 1/4 cent of the retail sales tax collected statewide, distributed according to the amount of tax collected in each county to a Local Transportation Fund in each county.
Transportation Development Act (TDA) Articles 4.5	Paratransit operating assistance and capital projects	Upgrade of service to Williams and Arbuckle	\$52,000 in 2012	Cities and counties and CTSA's		
<b>Private Sources</b>						
Tribal Casino Transportation Programs	Coordinating transportation efforts on Indian reservations	Capital projects and operations	Unknown	Wide variety of agencies and organizations	None	Some tribes have funds available to assist with the purchase of a new vehicle or to subsidize plans to transport employees to and from the worksite.
Service Clubs and Fraternal Organizations	Variety of transportation services, especially capital improvements	Capital projects and operations	Unknown	Wide variety of agencies and organizations	None	May be interested in paying for bus benches or shelters
Employers	Variety of transportation services, especially capital improvements	Capital projects and operations	Unknown	Wide variety of agencies and organizations	None	Employers sometimes are willing to underwrite transportation to support their workers getting to/from worksite.

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