

Glenn County Coordinated Public Transit – Human Services Transportation Plan



FINAL PLAN
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Chapter 1. Project Overview

Introduction

This Coordinated Public Transit-Human Services Transportation Plan for Glenn County is sponsored by the California Department of Transportation (Caltrans). It is part of a larger planning effort overseen by Caltrans on behalf of 23 counties in non-urbanized areas within the State of California. The project has been completed in two phases: the first resulted in an Existing Conditions Report, which described existing transportation services and programs, and identified service gaps and needs. The second phase of the project focused on identification of potential strategies and solutions to mitigate those service gaps, and on developing a plan to implement those strategies. The results and key findings emerging from both phases of the planning process are documented in this Coordinated Plan.

As described further in this report, federal planning requirements specify that designated recipients of certain sources of funds administered by the Federal Transit Administration (FTA) must certify that projects funded with those federal dollars are derived from a coordinated plan. Caltrans serves as the designated recipient in non-urbanized areas of California for funds subject to this plan.¹ These projects are intended to improve the mobility of individuals who are disabled, elderly, or have limited incomes. This plan focuses on identifying needs specific to those population groups as well as identifying strategies to meet their needs. Caltrans is sponsoring a statewide planning effort on behalf of the rural counties for whom the funds are intended so that potential sponsors of transportation improvements may access the funds.²

Figure 1-1 is a map of California showing the rural counties included in this planning effort.

¹ The term “non-urbanized area” includes rural areas and urban areas under 50,000 in population not included in an urbanized area.

² Some plans in rural areas have been completed independently of this effort. Caltrans’ website lists the status of the plans at: <http://www.dot.ca.gov/hq/MassTrans/Coord-Plan-Res.html>

Figure 1-1 Caltrans Coordinated Planning for California Counties



Report Outline

This report is organized in five chapters, as described below:

Chapter 1 presents an overview of the project, its sponsorship by Caltrans, and federal planning requirements established by the passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, commonly referred to as SAFETEA-LU. In addition, it discusses federal and state roles in promoting coordination among public transit operators and human service transportation providers. It also reviews federal coordination efforts and the principal funding sources used to support transportation in rural areas of California

Chapter 2 summarizes the steps taken and the methodologies used to prepare the Coordinated Plan. It provides a description of the process, from initial contact through final plan. This chapter also notes key documents related to public transportation planning in Glenn County that have helped inform the effort.

Chapter 3 includes a demographic profile of Glenn County. This information establishes the framework for better understanding the local characteristics of the study area, with a focus on the three population groups subject to this plan: persons with disabilities, older adults, and people with limited incomes.

Chapter 4 documents the range of public transportation services that already exist in the area. These services include public fixed-route and demand-responsive services, and transportation services provided or sponsored by other social service agencies. Private transportation providers are also included. This chapter also incorporates an inventory of public transportation and social service transportation providers that was initially prepared by Caltrans' staff, and confirmed with local program staff.

Chapter 5 identifies service needs or gaps as well as institutional issues that limit coordinated transportation efforts in Glenn County. The needs assessment provides the basis for recognizing where—and how—service for the three population groups may need to be improved. The needs assessment for this plan was derived through direct consultation with stakeholders identified by the project sponsors, and through a review of existing documents and plans that also provide information on existing services and the need to improve them.

Chapter 6 presents and prioritizes a range of potential service strategies as identified by local stakeholders. These strategies are intended to mitigate the gaps discussed in Chapter 5. Identification and evaluation of strategies is an important element of the plan, as this step is required in order to access federal funding sources that could support their implementation.

Chapter 7 presents an implementation plan for the strategies. A potential project sponsor is identified, along with projected costs, potential sources of funds, and an overall assessment of how implementation of these strategies could address service gaps identified in Chapter 5.

SAFETEA-LU Planning Requirements

On August 10, 2005, President Bush signed SAFETEA-LU into law, authorizing the provision of \$286.4 billion in guaranteed funding for federal surface transportation programs over six years through Fiscal Year 2009, including \$52.6 billion for federal transit programs.

Starting in Fiscal Year 2007, projects funded through three programs in SAFETEA-LU, including the Job Access and Reverse Commute Program (JARC, Section 5316), New Freedom (Section 5317) and the Formula Program for Elderly Individuals and Individuals with Disabilities (Section 5310) are required to be derived from a locally developed, coordinated public transit-human services transportation plan. SAFETEA-LU guidance issued by the FTA indicates that the plan should be a “unified, comprehensive strategy for public transportation service delivery that identifies the transportation needs of individuals with disabilities, older adults, and individuals with limited income, laying out strategies for meeting these needs, and prioritizing services.”³

The FTA issued three program circulars, effective May 1, 2007, to provide guidance on the administration of the three programs subject to this planning requirement.

These circulars can be accessed through the following websites:

http://www.fta.dot.gov/laws/circulars/leg_reg_6622.html Elderly Individuals and Individuals with Disabilities

http://www.fta.dot.gov/laws/circulars/leg_reg_6623.html Job Access and Reverse Commute

http://www.fta.dot.gov/laws/circulars/leg_reg_6624.html New Freedom Program

This federal guidance specifies four required elements of the plan, as follows:

1. An assessment of available services that identifies current transportation providers (public, private, and non-profit);
2. An assessment of transportation needs for individuals with disabilities, older adults, and people with low incomes. This assessment can be based on the experiences and perceptions of the planning partners or on more sophisticated data collection efforts, and gaps in service;
3. Strategies, activities, and/or projects to address the identified gaps between current services and needs, as well as opportunities to achieve efficiencies in service delivery; and
4. Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities.

Federal Coordination Efforts

Coordination can enhance transportation access, minimize duplication of services, and facilitate cost-effective solutions with available resources. Enhanced coordination also results in joint ownership and oversight of service delivery by both human service and transportation service

³ Federal Register: March 15, 2006 (Volume 71, Number 50, page 13458)

agencies. The requirements of SAFETEA-LU build upon previous federal initiatives intended to enhance social service transportation coordination. Among these are:

- **Presidential Executive Order:** In February 2004, President Bush signed an Executive Order establishing an Interagency Transportation Coordinating Council on Access and Mobility to focus 10 federal agencies on the coordination agenda. It may be found at www.whitehouse.gov/news/releases/2004/02/20040224-9.html
- **A Framework for Action:** The Framework for Action is a self-assessment tool that states and communities can use to identify areas of success and highlight the actions still needed to improve the coordination of human service transportation. This tool has been developed through the United We Ride initiative sponsored by FTA, and can be found on FTA's website: http://www.unitedweride.gov/1_81_ENG_HTML.htm
- **Previous research:** Numerous studies and reports have documented the benefits of enhanced coordination efforts among federal programs that fund or sponsor transportation for their clients.⁴

State of California Coordination Efforts

Assembly Bill 120 (1979)

Since 1979, with the passage of the Social Services Transportation Improvement Act (Assembly Bill 120, Chapter 1120), initiatives to coordinate human service transportation programs in the State of California have been largely guided by state legislation. California Government Code 15975, commonly referred to as AB 120, requires transportation planning agencies and county transportation commissions to:

- Develop an Action Plan for the coordination and improvement of social service transportation services.
- Designate a Consolidated Transportation Services Agency (CTSA) to implement the Action Plan within the geographic area of jurisdiction of the transportation planning agency or county transportation commission. CTSA's are considered eligible applicants of Transportation Development Act (TDA) Article 4.5 funds.
- Identify the social service recipients to be served and funds available for use by the consolidated or coordinated services.
- Establish measures to coordinate the services with fixed route service provided by public and private transportation providers.
- Establish measures to insure that the objectives of the action plan are consistent with the legislative intent declared in Section 15951.

Senate Bill 826 (1988)

In 1988, Senate Bill 826 was passed amending AB 120. It required:

⁴ Examples include United States General Accounting Office (GAO) reports to Congress entitled *Transportation Disadvantaged Populations, Some Coordination Efforts Among Programs Providing Transportation, but Obstacles Persist*, (June 2003) and *Transportation Disadvantaged Seniors—Efforts to Enhance Senior Mobility Could Benefit From Additional Guidance and Information*, (August 2004).

- Measures for the effective coordination of specialized transportation service from one provider service area to another.

It also required that:

- Transportation planning agencies and county transportation commissions shall every four years update the social services transportation inventory pursuant to Section 15973 and every two years shall update the action plan prepared pursuant to Section 15975 and submit these reports to the California Department of Transportation.

Assembly Bill 2647 (2002)

In 2002, AB 2647 repealed the requirement that transportation planning agencies submit periodic action plans and inventories to the California Department of Transportation. The Department no longer has a role in the development of the Social Service Transportation Action Plan and will not be receiving information or reporting to the Legislature.

Role of Consolidated Transportation Service Agencies (CTSAs)

AB 120 authorized the establishment of CTSAs and recognizes them as direct claimants of TDA Article 4.5 funds. CTSAs are designated by Regional Transportation Planning Agencies (RTPAs) or, where RTPAs do not exist, by the local Transportation Commission. Very little guidance exists, however, as to expectations or the roles of the CTSAs. As discussed below, TDA law requires that any rural county intending to use some of its TDA funds for streets and roads purposes establish a Social Service Transportation Advisory Committee (SSTAC); representatives from the CTSA are required to participate on the SSTAC.

The designated CTSA for Glenn County is Glenn Transit Service; the governing board is the Regional Transit Committee, composed of two representatives from the County and each of the two cities, and is almost identical to the Transportation Commission. The Regional Transit Committee and the Transportation Commission meet on the same days with one meeting following the other.

Funding Public Transportation in Rural California

Transportation funding in California is complex. Federal and state formula and discretionary programs provide funds for transit and paratransit services; sales tax revenues are also used for public transit purposes. Transportation funding programs are subject to rules and regulations that dictate how they can be used and applied for (or claimed) through federal, state and regional levels of government. Additionally, some funds for social service transportation come from a variety of non-traditional transportation funding programs including both public and private sector sources.

Another complexity with federal funding programs is the local match requirements. 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 match 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; toll revenue credits; private donations; revenue from advertising and concessions. Non-cash funds such as donations, volunteer services, or in-kind contributions are eligible to be counted toward the local match as long as the value of each is documented and supported.

A review of federal, state and local funding programs for public transit agencies and social service providers is presented in Figure 1-3 at the conclusion of this chapter. The figure highlights the funding programs and their purpose, how funds can be used, who is eligible to apply and other relevant information. More detailed information on funding sources commonly used by public transit agencies in rural counties are described in the following section.

Funding for public transportation in rural California counties is dependent primarily on two sources of funds: TDA funds generated through State of California sales tax revenues, and Federal Section 5311 funds intended for rural areas. These two funding programs are described in this chapter. A brief overview is provided of other funding sources that are available for public transit and social service transportation. Because the funding arena is complex and varied, this section on funding is not intended to identify all potential funding sources, but rather to identify the major sources of funding for public transit and human service transportation in rural California.

The three sources of federal funds subject to this plan (FTA Section 5316, 5317 and 5310), are described below. Caltrans serves as the designated recipient for these funds intended to be used in rural and small urbanized areas of the state. As designated recipient, Caltrans is required to select projects for use of SAFETEA-LU funds through a competitive process, and to certify that projects funded are derived from the coordinated plan.

FTA Section 5316 Job Access and Reverse Commute (JARC) Program

The purpose of the JARC program is to fund local programs that offer job access services for low-income individuals. JARC funds are distributed to states on a formula basis, depending on that state's rate of low-income population. This approach differs from previous funding cycles, when grants were awarded purely on an "earmark" basis. JARC funds will pay for up to 50% of operating costs and 80% for capital costs. The remaining funds are required to be provided through local match sources.

Examples of eligible JARC projects include:

- Late-night and weekend service
- Guaranteed ride home programs
- Vanpools or shuttle services to improve access to employment or training sites
- Car-share or other projects to improve access to autos
- Access to child care and training

Eligible applicants for JARC funds may include state or local governmental bodies, Metropolitan Planning Organizations (MPOs), RTPAs, Local Transportation Commissions (LTCs), social services agencies, tribal governments, private and public transportation operators, and nonprofit organizations.

FTA Section 5317 New Freedom Program

The New Freedom formula grant program aims to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the workforce and full participation in society. The New Freedom Program seeks to reduce barriers to transportation

services and expand the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA).

New Freedom funds are available for capital and operating expenses that support new public transportation services and alternatives, beyond those required by the ADA, that are designed to assist individuals with disabilities with accessing transportation services, including transportation to and from jobs and employment support services. The same match requirements for JARC apply for the New Freedom Program.

Examples of eligible New Freedom Program projects include:

- Expansion of paratransit service hours or service area beyond minimal requirements
- Purchase of accessible taxi or other vehicles
- Promotion of accessible ride sharing or vanpool programs
- Administration of volunteer programs
- Building curb-cuts, providing accessible bus stops
- Travel training programs

Eligible applicants may include state or local governmental bodies, MPOs, RTPAs, LTCs, social services agencies, tribal governments, private and public transportation operators, and nonprofit organizations.

FTA Section 5310 Elderly and Disabled Specialized Transportation Program

Funds for this program are allocated by a population-based formula to each state for the capital costs of providing services to elderly persons and persons with disabilities. Typically, vans or small buses are available to support nonprofit transportation providers; however, Section 5310 funding can also be used for operations if the service is contracted out. In California, a local match of 11.47% is required.

The following chart provides an estimate on the levels of JARC and New Freedom funding available for non-urbanized portions of the state from 2007 to 2009, as well as Elderly and Disabled (Section 5310) funds for the entire state. As the designated recipient of these funds, Caltrans is responsible to define guidelines, develop application forms and establish selection criteria for a competitive selection process in consultation with its regional partners.

Figure 1-2 Projected State of California Funding Sources/Amounts

Designated Recipient	Fund Source	2007 \$ estimate	2008 \$ estimate	2009 \$ estimate
Caltrans	Rural JARC	1,467,032	1,573,618	1,659,360
Caltrans	Rural New Freedom	681,111	777,302	821,719
Caltrans	Elderly and Disabled Section 5310 Statewide (includes urban areas)	12,394,851	13,496,069	14,218,737

FTA Section 5311

Federal Section 5311 funds are distributed on a formula basis to rural counties throughout the country. The goals of the non-urbanized formula program are: 1) to enhance the access of people in non-urbanized areas to health care, shopping, education, employment, public services, and recreation; 2) to assist in the maintenance, development, improvement, and use of public transportation systems in rural and small urban areas; 3) to encourage and facilitate the most efficient use of all federal funds used to provide passenger transportation in non-urbanized areas through the coordination of programs and services; 4) to assist in the development and support of intercity bus transportation; and 5) to provide for the participation of private transportation providers in non-urbanized transportation to the maximum extent feasible.

A portion of 5311 funds is set aside for a Tribal Transit Program (TTP), which provides direct federal grants to Indian tribes to support public transportation on Indian reservations. For the period 2006 through 2009 the amount is \$45 million nationally. Awards are made directly to tribes by FTA through a competitive process. TTP was not intended to replace or reduce funds tribes receive from states under the Section 5311 program.

Fifteen percent of the Section 5311 apportionment is for the Intercity Bus Program, Section 5311(f). The Intercity Bus Program funds public transit projects that serve intercity travel needs in non-urbanized areas. Projects are awarded on a statewide competitive basis. This program funds operating and capital costs, as well as planning for service. As with most federal capital funds, the Section 5311 grant funding program provides 80% of capital costs with a 20% matching requirement. Section 5311 funds provide up to 50% of operating costs to support transit operations.

Transportation Development Act (TDA)

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

- **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. In counties with a population of less than 500,000 as of the 1970 US Census, LTF funds may be allocated under TDA Article 8 for transit services or for local streets and roads, pedestrian or bicycle projects. CTAs in rural counties can claim up to 5% of the LTF under TDA Article 4.5 for community transit service.

Prior to approving TDA funds for purposes other than public transportation, specialized transportation, or facilities for bicycles and pedestrians, the local transportation planning agency is expected to consult with its local SSTAC and conduct an assessment of transit and determine whether 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.

- **STAF** are revenues derived from sales taxes on gasoline and diesel fuels. STAF is allocated annually by the local transportation commissions based on each region’s apportionment. Unlike LTF which may be allocated to other purposes, STAF revenues may be used **only** for public transit or transportation services.

State Transportation Improvement Program

To receive state funding for capital improvement projects, such as new vehicles or other capital equipment, projects must be included in the State Transportation Improvement Program, or STIP. The STIP is a multi-year capital improvement program that includes projects programmed with state funds. Local agencies should work through the Glenn County Transportation Commission to nominate projects for inclusion in the STIP.

Other Funding Sources

Older Americans Act (OAA)

The Older Americans Act was signed into law in 1965 amidst growing concern over seniors’ access to health care and their general well-being. The Act established the federal Administration on Aging (AoA), and charged the agency with advocating on behalf of an estimated 46 million Americans 60 or older, and implementing a range of assistance programs aimed at seniors, especially those at risk of losing their independence. Transportation is one the services that can be funded under the Act, providing needed access to nutrition and other services offered by the AoA, as well as to medical and other essential services required by an aging population. No funding is specifically designated for transportation. However, 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.

Medi-Cal

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 non-emergency medical transportation (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. In Glenn County, the only licensed provider of Medi-Cal NEMT is Merit Medi-Trans, based in Chico.

Regional Centers

Regional Centers are nonprofit, private corporations established by state legislation. They receive public funds under contract to the California Department of Developmental Services to provide or coordinate services and support for individuals with developmental disabilities. There are 21 regional centers with more than 40 offices located throughout the state. Transportation is

a critical component of Regional Center services because clients need specialized transportation services for traveling to and from sheltered workshops. It is the responsibility of each Regional Center to arrange their client's transportation. Regional Centers are primarily funded with a combination of State General Fund tax dollars and Federal Medicaid funds. The primary contractual relationship is with the State Department of Developmental Services.

Glenn County is one of nine counties served by the Far Northern Regional Center. The Center is headquartered in Redding. A field office in Chico serves Butte and Glenn counties.

Agricultural Worker Transportation Program (AWTP)

The Legislature appropriated \$20 million from the Public Transportation Account in FY 2006-07 for grants to public agencies statewide, seeking to provide transit services specifically for farm workers. The intent of the AWTP is to provide safe, efficient, reliable and affordable transportation services, utilizing vans and buses, to agricultural workers commuting to/from worksites in rural areas statewide. The emphasis of the AWTP is implement vanpool operations similar to the successful Agricultural Industries Transportation Services (AITS) program ongoing in Southern San Joaquin Valley, transporting agricultural workers to regional employment sites. The California Department of Transportation administers the AWTP. It is scheduled to sunset on June 30, 2010.

Private Foundations

Many small agencies that target low-income, senior, 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.

Tribal Casino Transportation Programs

Tribal casinos in some counties have indicated an interest in coordinated transportation efforts. They may 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

Organizations such as the Rotary Club, Soroptomists, Kiwanis, and Lions often pay for special projects. For transportation, they might pay for or help contribute toward the cost of a new vehicle or a bus bench or shelter near senior citizen housing. These organizations might also pay for trip reimbursement for after school or child care.

Employers

Employers who are in need of workers are sometimes willing to underwrite transportation in order to fill their labor needs. Employers sometimes contribute to a flex route night bus, a subsidized car-sharing program or a shuttle or vanpool to their employment site.

Figure 1-3 Transportation Funding Matrix

Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Federal Sources						
Transportation Funding						
Federal Transit Administration (FTA) Section 5309 Funds (Congressional Earmark)	Capital Projects for bus and bus-related facilities.	Capital projects only	Discretionary, varies annually	Public transit operators	20% for capital projects	Obtaining a Congressional earmark is in part dependent upon the "clout" of the local delegation and the funding amount can vary tremendously.
FTA Section 5316 Job Access and Reverse Commute (JARC) Program	Local programs that offer job access services for low-income individuals.	Capital projects and operations	Maximum of \$200,000 per project per year	MPOs, RTPAs, Local Transportation Commissions (LTCs), social services agencies, tribal governments, private and public transportation operators, and nonprofit organizations	50% for operating costs, 80% for capital costs. Can match with other federal funds.	Annual grant cycle. Applications are available at Caltrans website http://www.dot.ca.gov/hq/MassTrans/
FTA Section 5317 New Freedom Program	Supports <i>new</i> services and alternatives, beyond ADA that are designed to assist individuals with disabilities access transportation services, including transportation to and from jobs and employment support services.	Capital projects and operations	Maximum of \$125,000 per project per year.	MPOs, RTPAs, LTCs, social services agencies, tribal governments, private and public transportation operators, and nonprofit organizations	50% for operating costs, 80% for capital costs. Can match with other federal funds.	Annual grant cycle. Applications are available at Caltrans website http://www.dot.ca.gov/hq/MassTrans/
FTA Section 5310 Elderly and Disabled Specialized Transportation Program	Providing services to elderly persons and persons with disabilities.	Capital projects only	\$12 million in FY 2008	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 http://www.dot.ca.gov/hq/MassTrans/

Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
FTA Section 5311	Enhance access for those living in non-urbanized areas and improve public transportation systems in rural and small urban areas.	Capital projects and operations	Formula based funding - Apportionment by area	Public agencies, local governments, tribal governments, nonprofit agencies	50% for operating costs, 80% for capital costs	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
Health and Human Services Funding ⁽¹⁾						
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.			Child Welfare Services, Foster Care, Deaf Access, Community Care Licensing, CDE Child Care, and Department of Developmental Services programs.	Unknown	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.
Healthy Communities Access Program (HCAP) (Department of Social Services)	Develop/strengthen integrated community health systems that coordinate health care services for individuals who are uninsured or underinsured, such as transportation coordination to improve access to care.		\$83 million	Public and private health care providers as well as social services, local government and other community based organizations.	Unknown	Build upon Federal programs that support entities serving low-income populations in an effort to expand and improve the quality of services for more individuals at a lower cost.

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.			Community action agencies, low income individuals in CA (100% of Federal poverty level).	Unknown	None
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.		\$800,000 awarded to California in 2004	State of California	Unknown	None
HIV Care Formula Grants (Dept. of Health and Human Services)	Support programs designed to increase access to care and treatment for underserved populations, reduce need for costly inpatient care, reduce prenatal transmission, improve health status of people with HIV. A portion of the funds can be used for transportation.		\$2,073,296,000	State, local governments, public and nonprofit private agencies.	Unknown	None
Consolidated Health Center Program (Bureau of Primary Health Care)	Fund health centers that provide primary and preventative health care to diverse underserved populations. Health centers can use funds for center-owned vans, transit vouchers, taxi fare.			Community based organizations including faith based organizations.	Unknown	None

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.	Capital projects and operations.	\$357 million	States and territories, recognized Native American tribes and Hawaiian Americans as well as non-profit organizations.	Unknown	None
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, Alaskan Native and Native Hawaiian elders. Transportation is among the supportive services, including purchase and/or operation of vehicles and for mobility management.	Capital projects and operation	\$26 million	Recognized Native American tribes and Hawaiian Americans as well as non-profit organizations.	Unknown	None
Community Mental Health Services Block Grant (Center for Mental Health Services State Planning Branch)	Improve access to community-based health-care delivery systems for people with serious mental illnesses. Grants also allot for supportive services, including funding to operate vehicles, reimbursement of transportation costs and mobility management.	Capital projects and operations.	\$430,000		Unknown	None

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 abuse prevention and treatment programs. Transportation-related services supported by these grants may be broadly provided through reimbursement of transportation costs and mobility management to recipients of prevention and treatment services.		\$1.78 billion	State of California	Unknown	States are required to expend their primary prevention services funds using six specific strategies: community-based processes, information dissemination, education, alternative activities, problem identification and referral, and environmental strategies. A seventh category, "other" strategies, can be approved on a limited basis.
Child Care & Development Fund (Administration for Children & Human Services)	Provide subsidized child care services to low income families. Not a source of direct transportation funds, but if child care providers include transportation as part of their usual services, covered by their fee, these services may be covered by voucher payments.		\$4.8 billion	States and recognized Native American Tribes	Unknown	None
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.		\$11.5 million		Unknown	None

Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Head Start (Administration for Children & Families)	Head Start provides grants to local public and private agencies to provide comprehensive child development services to children and families. Local Head Start programs provide transportation services for children who attend the program either directly or through contracts with transportation providers.		\$7 billion	Local public and private non-profit and for-profit agencies	Unknown	The Head Start regulation requires that programs make reasonable efforts to coordinate transportation resources with other human service agencies in their communities.
TANF / CalWORKs (California work opportunity & responsibility to kids) (Department of Social Services)	Provide temporary assistance to needy families. Recipients are required to participate in activities that assist them in obtaining employment. Supportive services, such as transportation and childcare are provided to enable recipients to participate in these activities.			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.			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.

Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
State Sources						
Agricultural Worker Transportation Program (AWTP)	Provide safe, efficient, reliable and affordable transportation services, utilizing vans and buses, to agricultural workers commuting to/from worksites in rural areas statewide.	Capital projects and operations	\$20 million in FY2006/07	Public agencies	No mandatory matching requirements	Administered by the Caltrans. Scheduled to sunset on June 30, 2010.
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.
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.
State Transportation Improvement Program (STIP)	Major capital projects of all types, including transit.	Transit capital projects	Varies from year to year depending on appropriation to Public Transportation Account of which 25% goes to STIP.			Determined once every two years by California Transportation Commission.
Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA)	Advance the State's policy goals of providing mobility choices for all residents, reducing congestion, and protecting the environment	Transit capital projects	\$600 million statewide in FY2007-08. \$350 million proposed for 2008-09.	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

Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Regional/Local Sources						
Transportation Development Act (TDA) Articles 4 and 8 (1/4 cent sales tax)	Transit operating assistance and capital projects, local street and road maintenance and rehabilitation projects, pedestrian/bicycle projects	Capital projects and operations	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	Capital projects and operations	Up to 5% of the Local Transportation Fund revenue	Cities and counties and CTSA's		
Colleges and Universities	Transportation for students	Usually for pass purchase or free rides with student ID.	Varies	Not applicable	Not applicable	Butte College purchases Glenn Ride passes for students.
Private Sources						
Tribal Casino Transportation Programs	Coordinating transportation efforts on Indian reservations	Capital projects and operations	Unknown	Wide variety of agencies and organizations	None	Some tribes have funds available to assist with the purchase of a new vehicle or to subsidize plans to transport employees to and from the worksite.
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.

(1) Source: Caltrans, Division of Mass Transportation

Chapter 2. Project Methodology

The four required elements of a coordinated plan, as outlined by FTA in the May 15, 2007 guidance for the JARC, New Freedom and Section 5310 programs are: 1) an assessment of current transportation services, 2) an assessment of transportation needs, 3) strategies, activities and/or projects to address the identified transportation needs (as well as ways to improve efficiencies), and 4) implementation priorities based on funding, feasibility, time, etc. This chapter describes the steps that were undertaken to develop these elements of Glenn County's Coordinated Plan.

Demographic Profile

A demographic profile of Glenn County was prepared using Census data, population projections available from the California Department of Finance, employment data from the Center for Economic Development at Chico State University, and employer and labor force data from the California Employment Development Department (EDD). This step establishes the framework for better understanding the local characteristics of the study area, with a focus on the three population groups subject to this plan: persons with disabilities, older adults, and people with limited incomes.

The demographic profile is incorporated in Chapter 3 of this report.

Literature Review

The consultant team conducted a literature review of recently completed—or currently underway—planning efforts relevant to this plan. The purpose of this literature review is to learn about other planning activities in the County and to identify major transportation issues and concerns to ensure issues of importance are incorporated in the Coordinated Public Transit Human Services Transportation Plan. Key documents reviewed included:

- The Glenn County 2003 – 2007 *Short Range Transit Plan*, conducted by Nelson\Nygaard Consulting Associates in 2002.
- Glenn County Transportation Commission Resolution No. 2007-03, "Determination Of Unmet Public Transportation Needs For The Allocation Of Local Transportation Funds For Fiscal Year 2007-2008," (August 12, 2007).
- *A Transit Needs Assessment*, submitted by Moore and Associates in February 2008.

Stakeholder Involvement and Public Outreach

Stakeholder involvement is an important element of this plan and is required by SAFETEA-LU. As a first step, staff from the California Department of Transportation's Division of Mass Transportation (DMT) identified the Glenn County Transportation Commission as the primary point of contact. The consultant team then collaborated with the Transportation Commission staff to identify key stakeholders to be included during the development of this plan. Since many key stakeholders participate in the Social Services Transportation Advisory Committee (SSTAC), the consultant team attended a kick-off meeting for the plan as part of a scheduled SSTAC meeting on December 6, 2007. In addition to regular SSTAC members, other

stakeholders were invited and attended. The consultants explained the goals and methods of project and requested input about public transportation needs and coordination.

Following the kickoff meeting the consultants conducted telephone interviews with, or received input via email from, 15 stakeholders representing public transportation, human services, community organizations, seniors, people with disabilities, and people with limited incomes. The results of the interviews are described in Chapter 5. The SSTAC and stakeholder involvement was critical in identifying transportation needs. A second round of outreach was conducted in May 2008 during which needs were confirmed and strategies identified and prioritized, as described in Chapter 6.

Existing Transportation Services

This step involved documenting the range of public transit and human service transportation services that already exist in the area. This process was initiated by Caltrans staff. To ensure all existing services have been identified and accurately described, the consulting team reviewed the inventory with key stakeholders. The services in the inventory include public fixed route and dial-a-ride (paratransit) services, and transportation services provided or sponsored by other social service agencies. The description and corresponding maps of existing services are presented in Chapter 4.

Key Findings/Needs Assessment

The needs assessment provides the basis for recognizing where and how service for the three population groups needs to be improved. In some cases, maintaining and protecting existing services is identified as a service need. The needs assessment for this plan was derived through direct consultation with stakeholders identified by the project sponsors, and through a review of existing documents and plans that also provide analysis of existing services and opportunities to improve them. Key findings resulting from the Needs Assessment are included in Chapter 5.

Identification and Evaluation of Strategies

On May 14, 2008, the consultant facilitated a public workshop in Orland to confirm previously identified transportation needs and to identify and prioritize strategies for addressing these needs. The consultant developed an initial set of suggested service strategies intended to address the gaps, and also drafted proposed evaluation criteria to use when ranking the strategies. An interactive process directly involving workshop participants resulted in refining the list of strategies, and in prioritizing them. Chapter 6 presents the findings of that exercise.

Implementation Plan for Recommended Strategies

As a final step for this planning effort, an implementation plan was developed for each of the strategies, which is presented in Chapter 7. This implementation plan identifies potential lead agencies for each high-priority strategy, the implementation timeframe, order of magnitude costs, and potential funding sources. For lower priority strategies, only timeframes are identified.

Chapter 3. Demographic Profile

Study Area Description and Demographic Summary

Glenn County is located in the northern Central Valley of California, approximately 75 miles north of Sacramento. The county seat is Willows. At 1,315 square miles, Glenn County is one of the smaller counties in California. It is bounded on the east by the Sacramento River; the western quarter of the county rises into the Pacific Coast Range where mountain peaks are in excess of 6000 feet in elevation. This section of the county is part of the Mendocino National Forest. The western half of the county is very sparsely settled.

The larger towns of Orland and Willows are on the main highway, Interstate 5, which runs north-south, connecting Glenn to Colusa and Tehama counties. Economic activities are primarily agricultural, with almost 1,200 farms and ranches producing crops such as rice, almonds, and prunes, and providing dairy products and livestock.

Population

As of 2000, Glenn County had a population of approximately 26,453, ranking it tenth from the smallest of California's 58 counties.⁵ Population centers include the towns of Willows (6,200 residents), Orland (6,400), and the unincorporated community of Hamilton City (1,900). A significant proportion of the population lives in other unincorporated communities and rural areas. Figure 3-1 shows the population of Glenn County, its two principal cities, one unincorporated community, and the State of California.

Figure 3-1 Population of Glenn County, 2000

	Total Population	Percent of County Population
California	33,871,648	
Glenn County	26,453	
Willows	6,220	24%
Orland	6,281	24%
Hamilton City (unincorporated area)	1,903	7%

Source: U.S. Census 2000

From April 2000 to July 2006, the population of Glenn County grew by an estimated 6.0%, slightly less than the 7.6% growth rate for California overall for that time period, as shown in Figure 3-2.

⁵ U.S. Census 2000

Figure 3-2 Population Growth, 2000 to 2006

Location	2000	2006	% Change
California	33,871,648	36,457,549	7.6%
Glenn County	26,453	28,061	6.1%

Source: U.S. Census Bureau, 2006 American Community Survey, Census 2000

Despite its slow growth rate in the past, Glenn County is expected to grow at a faster rate than California as a whole, with a 23% increase in population projected between 2010 and 2020, as shown in Figure 3-3.

Figure 3-3 Projected Growth For Glenn County, 2000 to 2030

	2000	2010	Percent Change, 2000–2010	2020	Percent Change, 2010– 2020	2030	Percent Change, 2020– 2030
California	34,105,437	39,135,676	14.7%	44,135,923	12.8%	49,240,891	11.6%
Glenn County	26,764	30,880	15.4%	37,959	22.9%	45,181	19.0%

Source: State of California, Department of Finance, Population Projections for California and Its Counties 2000-2050, by Age, Gender and Race/Ethnicity, Sacramento, California, July 2007.

Density

Glenn County is mostly rural and sparsely populated, with only a few areas of even modest density; the overall population density of the county is 20 people per square mile. Western Glenn County (west of I-5), which takes up the majority of the land area, has an average population density of about two persons per square mile and is largely undeveloped. The western quarter of Glenn County makes up part of the Mendocino National Forest. There are two established communities in western Glenn County - Elk Creek and the Grindstone Rancheria.

The far eastern portion of the County is slightly more populated with an average density of 19 persons per square mile. Hamilton City is the only sizeable population center on the far east side, with around 2,000 residents.

The majority of the population and the highest density areas, are located along the I-5 corridor in the communities of Willows and Orland. These communities have densities of 858 and 1,138 people per square mile, respectively. Figure 3-15 below is a map showing the population and employment density of Glenn County.

Transportation Disadvantaged Populations: Seniors, People with Disabilities, and Low Income Households

A key focus of the Coordinated Public Transit-Human Services Transportation Plan is to improve transportation for transit-dependent populations—seniors, people with disabilities, and people with lower incomes. People in these groups tend to have less access to an automobile as their primary mode of transportation. Transportation needs for individuals who are transit

dependent can be especially acute in rural areas with limited local services and low population densities that are not easily served by public transit. The following section examines these population groups in Glenn County.

A map showing the location and density of transit-dependent populations in Glenn County can be found at the end of this chapter (Figure 3-16).

Age

Glenn County has a higher proportion of older and younger people than the State of California as a whole. Approximately 13% of the population is over 65, slightly higher than 10.6% statewide or the United States (12%). About one-third (35%) are under 19 compared to 30% under 19 statewide. The eastern portion of the County and the towns of Orland and Willows have the youngest populations, with about 35% of the population under the age of 19. In Willows and Orland approximately 13% of the population is 65 or older. See Figure 3-16 for a map of the distribution of seniors and other transit-dependent populations in Glenn County.

Figure 3-4 Seniors in Glenn County, 2000

	Percent Age 65+
U.S.	12%
California	11%
Glenn County	13%
Willows	12%
Orland	13%

Source: U.S. Census 2000

As is the case nationwide, the proportion of seniors in Glenn County is predicted to increase.

Figure 3-5 Population Change for Persons aged 65 Years and Over

California

	2000	2010	2020	2030
Population	34,105,437	39,135,676	44,135,923	49,240,891
Population over 65	3,621,598	4,412,130	6,350,714	8,835,317
Percent over 65	10.6%	11.3%	14.4%	17.9%

Glenn County

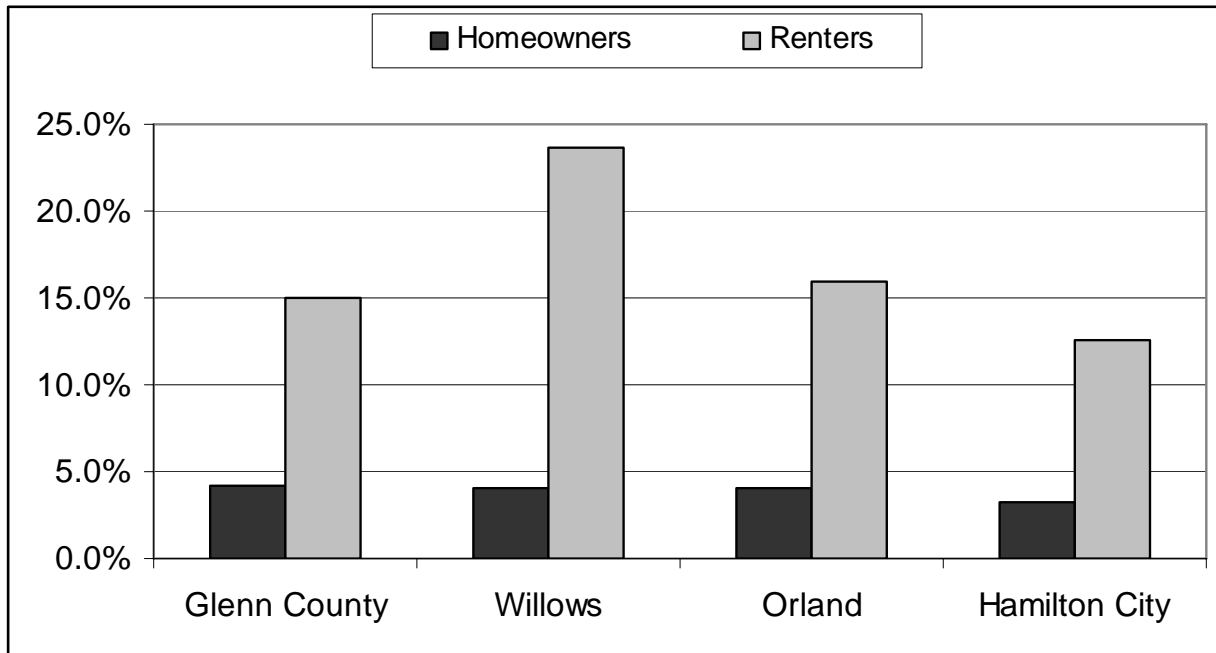
	2000	2010	2020	2030
Population	26,764	30,880	37,959	45,181
Population over 65	3,457	4,085	5,635	7,664
Percent over 65	12.9%	13.2%	14.8%	17.0%

Source: State of California, Department of Finance, Population Projections for California and Its Counties 2000-2050, by Age, Gender and Race/Ethnicity, Sacramento, California, July 2007

Access to a Vehicle

Overall, 8% of households in Glenn County do not have access to a vehicle; however, this varies widely depending on tenure (renting or owning a home) and age. Renters are far less likely to have access to a vehicle than are homeowners. Figure 3-6 shows the percent of homeowners and renters with no access to a car.

Figure 3-6 Households with No Vehicle, by Homeowners and Renters, 2000



Source: US Census 2000

Glenn County overall has a lower percentage of households without a car (8%) than for California as a whole (10%), which may be a reflection of the rural character of the area. Many more renters than homeowners have no access to a vehicle. In Willows, where 46% of all residents rent their homes, 13% of residents do not have access to a car. In all population centers of Glenn County, households headed by someone over 65 years of age are more likely than other households to have no access to a vehicle, as indicated in Figure 3-7.

Figure 3-7 Households with No Vehicle Available

	All Households	Head of Household Over 65
California	10%	17%
Glenn County	8%	12%
Willows	13%	16%
Orland	9%	13%
Hamilton City	7%	15%

Source: US Census 2000

Disabilities

The definition of “disability” varies; for this project, information cited is consistent with definitions reported in the 2000 Census. The 2000 Census included two questions with a total of six subparts with which to identify people with disabilities.⁶ It should be noted that this definition differs from that used to determine eligibility for paratransit services required by the Americans with Disabilities Act (ADA). To qualify for ADA paratransit services, an individual’s disability must prevent him or her from independently being able to use the fixed-route transit service, even if the vehicle itself is accessible to persons with disabilities (i.e., lift- or ramp-equipped).

The Census Bureau has determined that the 2000 Census overstated the number of people with disabilities. This overstatement occurred because of a confusing instruction in the Census questionnaire. In the particular, the number of people with a “go outside the home disability” was substantially overstated as a result of a confusing skip pattern in the mail-back version of the Census long form.

The Census’s 2006 American Community Survey incorporates an improved questionnaire that eliminates the source of the overstatement. For California as a whole, the 2000 Census estimated that 19.2% of non-institutionalized people age 5 and older had a disability. The corrected estimate, based on the 2006 American Community survey, was 12.9%. Corrected results are not yet available for many rural counties or for cities within counties. Therefore, disability tables in this section use the 2000 Census disability data.

Eighteen percent of the population in Glenn County had a disability according to the 2000 US Census, compared to 19% in California overall. As shown on Figure 3-8, of the larger cities in Glenn, Orland has the highest percentage of residents with a disability.

Figure 3-8 Persons Reporting a Disability

	Percent with Disability
California	19%
Glenn County	18%
Willows	17%
Orland	23%
Hamilton City	16%

Source: US Census 2000

As previously noted, seniors often are in particular need of transportation assistance to reach medical appointments, go shopping, visit family and friends, etc. This need is compounded for those seniors who are also people with disabilities and/or low-income.

⁶ These questions were: 16. Does this person have any of the following long-lasting conditions: (a) Blindness, deafness, or a severe vision or hearing impairment? (b) A condition that substantially limits one or more basic physical activities such as walking, climbing stairs, reaching, lifting, or carrying? 17. Because of a physical, mental, or emotional condition lasting 6 months or more, does this person have any difficulty in doing any of the following activities: (a) Learning, remembering, or concentrating? (b) Dressing, bathing, or getting around inside the home? (c) (Answer if this person is 16 years old or over.) Going outside the home alone to shop or visit a doctor’s office? (d) (Answer if this person is 16 years old or over.) Working at a job or business?

Glenn County’s proportion of people with disabilities is very close to that of the state, with Orland having the highest rate, four percentage points above that of California as a whole. Poverty rates are much higher than statewide rates; 33% of county residents have incomes of 150% of the federal poverty level or less compared to 25% statewide. In Willows, Orland and Hamilton City, the figure is four to five percentage points above that for the county.

Figure 3-9 Summary: Age, Disability and Poverty (2000)

Area	Aged 65+	Percent Aged 65+	With Disability	Percent with Disability*	Individuals Below 150% Poverty Level	Percent Below 150% of poverty level
California	3,595,658	11%	5,923,361	19%	7,986,887	24%
Glenn County	3431	13%	4443	18%	8,502	33%
Willows	770	12%	942	17%	2,197	37%
Orland	828	13%	1,349	23%	2,347	37%
Hamilton City	137	7%	274	16%	722	38%

* Disability data does not include institutionalized population; percentage of people age 5 and older.
 Source: U.S. Census 2000

Low-Income Residents

The median household income in Glenn County in 2000 was \$32,107, 32% less than the median household income of \$47,493 for California as a whole.

Within Glenn County, 33% of individuals live below 150% of the federally-defined poverty level, compared with 24% of individuals in California.

Figure 3-10 compares the income status of Glenn County, its larger communities, and the State of California.

Figure 3-10 Income, Glenn County and Largest Cities (2000)

	Median Household Income	Percent Below 150% of poverty level
California	\$47,493	24%
Glenn County	\$32,107	33%
Willows	\$27,466	37%
Orland	\$27,973	37%
Hamilton City	\$33,169	38%

Source: US Census 2000

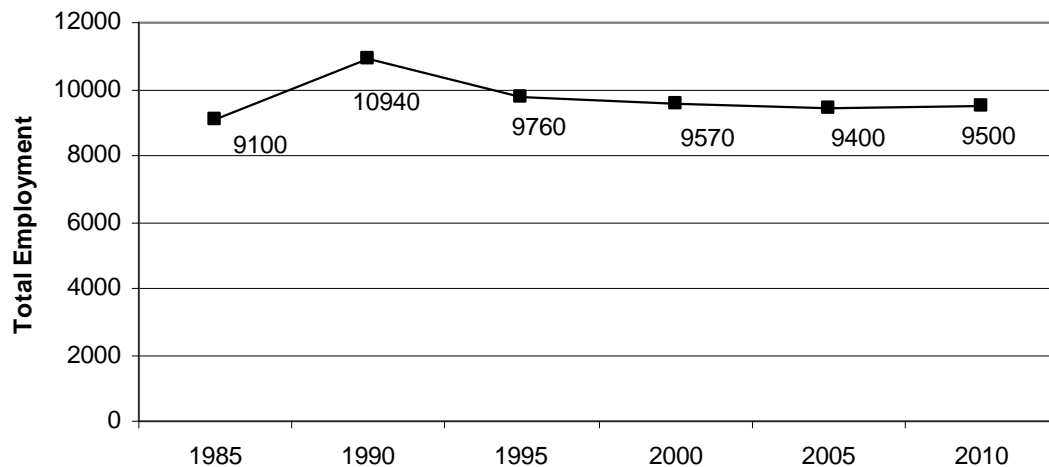
Economic Characteristics

The following section describes economic activity in Glenn County, including the number of jobs available, the size of the labor pool, and new development.

Employment Opportunities

The number of jobs available within the entire County has fallen since 1990, and is projected to continue to fall slightly over the next ten years. However, employment opportunities within the Cities of Orland and Willows have remained stable, with approximately 2,000 jobs in Orland and 2,200 jobs in Willows. Figure 3-11 shows the changes in employment opportunities throughout Glenn County from 1985 to 2000, plus projected employment opportunities through 2010.

Figure 3-11 Glenn County Employment



Source: Center for Economic Development, Chico State University

Labor Force

The labor force is an indication of how many individuals in Glenn County are currently employed or seeking employment. From 1980 to 2000, the labor force has hovered around 11,000 people, with 11,700 in the labor force in 2006⁷. During this period, the labor force residing in Willows and Orland was approximately 2,500 each.

Employment, Industry and Economy

Employment

The largest employment sector in Glenn County is state and local government with approximately 2,200 employees, followed by businesses involved in growing and processing agricultural products, and medical facilities. County government facilities are located in the county seat of Willows. See the Figure 3-15 below for a map of population and employment density for Glenn County.

⁷ Glenn County Human Resources Agency

The unemployment rate in Glenn County was 8.0% in 2006, compared to the 2006 California unemployment rate of 4.8%, and 4.4% for the United States.⁸

Figure 3-12 Employment in Glenn County, 2006

Labor Force and Employment – Glenn County, 2006	
Civilian labor force, 2006	11,700
Civilian employment	10,800
Unemployment	900
Unemployment rate	8.0%
Agricultural employment, 2005	1,440
Nonagricultural wage & salary employment, 2006 (BLS series)	6,379

Non-agricultural Employment by Sector, 2005	
State and Local Government	2,216
Trade, Transportation and Utilities	1,498
Leisure and Hospitality	608
Manufacturing	588
Educational and Health Services	471
Natural Resources, Mining and Construction	297
Federal Government	257
Professional and Business Services	171
Residual-Other Services	140
Financial Activities	133

Source: California Department of Finance

⁸ California Department of Finance

Below is a list of the larger employers in Glenn County, with a range of the number of employees at each firm.

Figure 3-13 Employers in Glenn County, 2006

Employer	Location	Industry	Employed
Erick Nielsen Enterprises Inc	Orland	Agricultural Consultants	100-249
Glenn County Health & Welfare	Willows	County Government-Public Health Programs	100-249
Glenn County Human Resource	Willows	Government Offices-County	100-249
Glenn Medical Ctr	Willows	Hospitals	100-249
Jacinto Grange	Glenn	Associations	100-249
Rumiano Cheese Factory	Willows	Cheese-Wholesale	100-249
Shasta Packing Co	Orland	Nurseries-Plants Trees & Etc-Wholesale	100-249
Wal-Mart	Willows	Department Stores	100-249
Johns Manville Corp	Willows	Insulation-Manufacturers	250-499
Butte Home Health & Hospice	Willows	Home Health Service	50-99
Glen County Mental Health	Willows	County Government-Public Health Programs	50-99
Glenn County Civil Div	Willows	Government Offices-County	50-99
Glenn County Sheriff's Dept	Willows	Sheriff	50-99
Glenn-Colusa Irrigation Dist	Willows	Irrigation Companies	50-99
Land O'Lakes Inc	Orland	Cheese Processors (Mfrs)	50-99
Lassen Land Co	Orland	Consultants-Business Nec	50-99
Sun Bridge Healthcare	Willows	Nursing & Convalescent Homes	50-99
Glenn Co Office Of Education	Orland	Child Care Service	50-99
US Reclamation Bureau	Willows	Federal Government-Conservation Depts	50-99

Source: California Employment Development Department (EDD), infoUSA®, Omaha, NE

The following figure lists schools in Glenn County, with the approximate number of employees and students.

Figure 3-14 Schools, Glenn County, 2006

School	Location	Employees	Students
Capay Elementary School	Hamilton City	10-20	150
Hamilton Union Elementary School	Hamilton City	30-40	450-500
Lake Elementary School	Orland	20-30	130
Murdock Elementary School	Orland	40-50	650-700
Princeton Elementary	Princeton	10-15	105
Mill Street School	Willows	30-40	540
Plaza School	Orland	10-15	140
Fairview School	Orland	25-30	550
Price Intermediate School	Orland	25-35	550
Willows Intermediate School	Willows	20-30	500
Princeton Jr/Sr High School	Willows	10-15	100
Hamilton Union High School	Orland	20-30	350
Orland High School	Orland	30-40	640
Willows High School	Willows	20-30	500
Butte College / Glenn County Center	Chico		1000
Butte College / Chico Center	Orland	1,800	20,000
California State University, Chico	Orland	1000 (approx.)	17,000

Source: California Department of Education; Butte Community College; California State University at Chico

Maps of Demographic Characteristics

The following two maps are graphical depictions of Glenn County’s geographic and demographic characteristics. These maps are intended to synthesize demographic information and present existing conditions underscoring transportation needs for the county.

Population/Employment Density Maps - Methodology

A Population/Employment Matrix was created to present existing demographic components of the study area. The Population/Employment Matrix presents concentrations of population and employment at the census block-group level. The matrix is based on 2000 Census data for population and 2000 CTPP (Census Transportation Planning Package) data for employment numbers. In order to generate the matrix, density of population and employment were calculated for each block-group. Then the population and employment density values were categorized into three classes each - both using the quantile method which places an equal number of values into each class. This identified a 1, 2 or 3 value (lowest, middle, and highest) for each. Once combined, the Population/Employment Matrix contains nine values, from a low population-low employment density (1,1 = 1) to a high population-high employment density (3,3 = 9).

Resultant Matrix Values

Population, values 1-3	7	8	9
	4	5	6
	1	2	3
Employment, values 1-3			

One limitation of this analysis is that rural counties tend to have a small number of block-groups. For example, Alpine County contains only 2 block-groups, while El Dorado County has 123 block-groups. The average number of block groups for the studied twenty-three counties is 39.

The matrix values were then color coded and applied to a map of Glenn County, as seen in the following maps.

Figure 3-15 shows the combined population and employment density for the county by blending both types of data into one matrix. It presents concentrations of population and employment at the census block-group level and is based on 2000 Census data for population and 2000 CTPP (Census Transportation Planning Package) data for employment numbers. In other words, the map shows where there are high levels of employment and population density and identifies the locations where these areas overlap.

Figure 3-16 presents concentrations of populations with higher dependency on public transportation—older adults (65 year or older), individuals with disabilities, and those with limited incomes (150% of poverty level). The maps are based on 2000 Census data.

Figure 3-15 Glenn County 2000 Population / Employment Density

