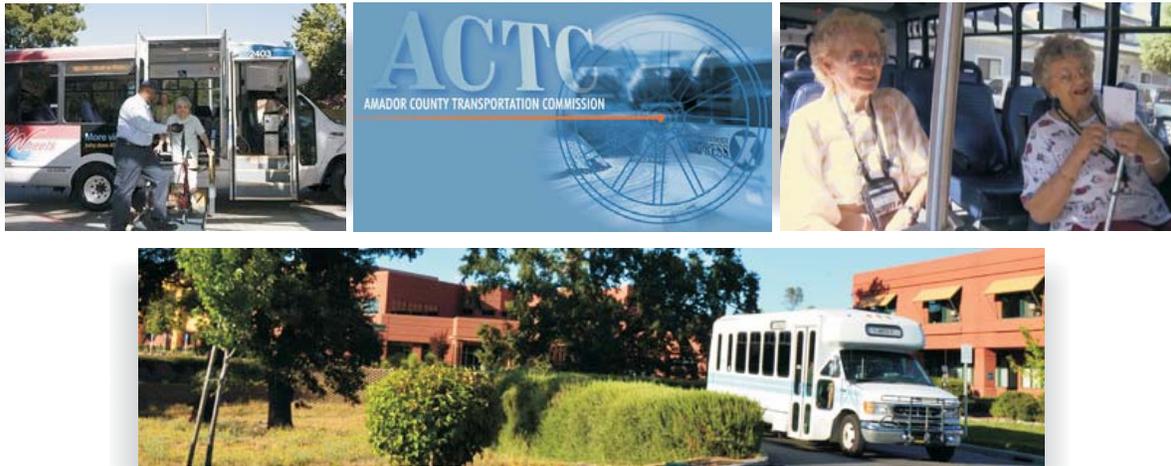

Amador County Coordinated Public Transit Human Services Transportation Plan, 2014



Final Plan

Prepared for the

Amador County Transportation Commission

Prepared by



LSC Transportation Consultants, Inc.

**AMADOR COUNTY
COORDINATED PUBLIC TRANSIT HUMAN SERVICES
TRANSPORTATION PLAN, 2014**

Final Plan

Prepared for

Amador County Transportation Commission
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PURPOSE

Amador County is located in the Sierra Nevada foothills in the heart of California's "gold country". The County's rural setting attracts retirees from the Bay Area or Sacramento. However, this poses transportation challenges since many specialized medical services; particularly those available for low-income residents are not available at the local Sutter-Amador Hospital. Therefore some residents must travel to nearby urban areas such as Sacramento or Stockton, about 45 miles away. The major north-south road is State Route (SR) 49, and the major east-west road is SR 88. The County is approximately 595 square miles in size, stretches from the Sacramento Valley, through the foothills to the crest of the Sierra Nevada mountain range. The communities of Jackson and Sutter Creek are the location of most commercial and social services while many residents live in outlying communities as far east on SR 88 as Buckhorn (roughly 20 miles) or southwest as Camanche (17 miles).

Amador County is served by a variety of human service organizations, senior center, private transportation companies and one public transit operator. Transit funding is limited at both the state and federal level. Therefore, it is important for these small organizations to coordinate transportation services in order to maximize mobility for residents and eliminate duplication of services.

The primary focus of this project is to develop and refine existing implementable strategies that increase mobility for individuals with disabilities, older adults, and people with low incomes through public and stakeholder input for the period of 2013 to 2018. The strategies update the current Coordinated Public Transit-Human Services Transportation Plan and involve the public transit operator (Amador Transit), private transportation providers, non-profit transportation providers or tribal transportation providers.

Federal Grant Eligibility

MAP-21 (Moving Ahead for Progress in the 21st Century), signed into law on July 6, 2012, is the nation's key surface transportation program, replacing SAFETEA-LU (the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users). With the passage of SAFETEA-LU, agencies receiving funding from any of the three Federal Transit Administration (FTA) human-services transportation programs, Elderly Individuals and Individuals with Disabilities (Section 5310), Job Access and Reverse Commute (JARC; Section 5316), and New Freedom (Section 5317), must certify that the projects to be funded have been selected in the context of a locally developed, coordinated public transit/human-services transportation plan. Under MAP-21, such projects still must meet that requirement in order to be funded. The structure of programs under MAP-21, however, is different. While JARC no longer exists as a separate program, funding for JARC types of activities is available under FTA's urban and rural formula programs (Section 5311). Another change is that the New Freedom program was merged with the Elderly Individuals and Individuals with Disabilities program as the Enhanced Mobility for Seniors and Individuals with Disabilities (Section 5310). This updated plan will adhere to FTA

guidance, to ensure that local programs and services in Amador County remain eligible for funding under FTA Section 5310 and 5311.

Federal regulations set forth basic guidelines for developing a Coordinated Plan. These requirements are listed in FTA circular 9070.1F, and include:

- ◆ An assessment of available services that identifies current transportation providers (public, private, and non-profit)
- ◆ An assessment of transportation needs for individuals with disabilities, older adults, and people with low incomes
- ◆ 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
- ◆ Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities identified

Guidelines allow for the depth of the plan to be based on available resources.

History of Coordinated Planning and Consolidated Transportation Services Agencies (CTSAs)

The movement to coordinate social service agency resources and develop a plan to aid this process began in the 1970's with the Social Services Improvement Act. The Act required the development of an Action Plan, similar to the Coordinated Plan, and required the designation of a Consolidated Transportation Services Agency (CTSA). The idea behind a CTSA is to designate one agency to coordinate social services and carry out intents of the Act in order to reduce overall administrative staff time and limit duplication of services. Amador Transit (AT) is the designated CTSA for Amador County.

A Coordinated Public Transit Human Services Transportation Plan was originally a requirement under the federal transportation bill: Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFTEA-LU). At that time Caltrans contracted with one consulting group to write the Coordinated Plans for all the rural counties. The plan the follows is an update to that original Coordinated Plan.

POTENTIAL FUNDING SOURCES FOR COORDINATED TRANSPORTATION

Public Transit Funding Sources

The Federal Transit Administration (FTA) administers a variety of public transit grant programs across the nation. The latest legislation for funding federal surface transportation programs is MAP-21, the Moving Ahead for Progress in the 21st Century Act, signed into law on July 6, 2012. Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005 (which was extended ten times). MAP-21 is intended to create a streamlined and performance-based surface transportation program building on many of the highway, transit, bike, and pedestrian programs and policies established in 1991. Below is a description of the various grant programs,

some of which are new, and some of which have been consolidated or changed from previous programs.

FTA Section 5311 Rural Area Formula Grants

This program provides capital, planning, and operating assistance to support public transportation in rural areas, defined as areas with fewer than 50,000 residents. Funding is based on a formula that uses land area, population, and transit service. The program remains largely unchanged with a few notable exceptions:

- ◆ Job access and reverse commute (JARC) activities eligible: Activities eligible under the former JARC program, which provided services to low-income individuals to access jobs, are now eligible under the Rural Area Formula program (5311). In addition, the formula now includes the number of low-income individuals as a factor. There is no floor or ceiling on the amount of funds that can be spent on job access and reverse commute activities. JARC projects must be derived from a Coordinated Plan.
- ◆ Tribal Program: The Tribal program now consists of a \$25 million formula program and a \$5 million discretionary grant program. Formula factors include vehicle revenue miles and the number of low-income individuals residing on tribal lands.
- ◆ Other Programs: The set-aside for States for administration, planning, and technical assistance is reduced from 15 to 10 percent. The cost of the unsubsidized portion of privately provided intercity bus service that connects feeder service is now eligible as in-kind local match.

For the FTA 5311 program, a 16.43 percent local match is required for capital programs and a 47.77 percent match for operating expenditures. The bulk of the funds are apportioned directly to rural counties based on population levels. The remaining funds are distributed by Caltrans on a discretionary basis and are typically used for capital purposes.

FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities

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 now apportioned to both non-urbanized (for all areas with population under 200,000) and large urbanized areas (over 200,000). The former New Freedom program (5317) is folded into this program. The New Freedom program provided grants for services for individuals with disabilities that went above and beyond the requirements of the Americans with Disabilities Act (ADA). Activities eligible under New Freedom are now eligible under the Enhanced Mobility of Seniors and Individuals with Disabilities program.

Projects selected for funding must be included in a locally developed, coordinated public transit-human services transportation plan. At least 55 percent of program funds must be spent on the types of capital projects eligible under the former section 5310 -- 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 percent may be used for: 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; or, alternatives to public transportation that assist seniors and individuals with disabilities. Using these funds for operating expenses requires a 50 percent local match while using these funds for capital expenses (including acquisition of public transportation services) requires a 20 percent local match.

Toll Credit Funds in Lieu of Non-Federal Match Funds

Federal-aid highway and transit projects typically require the project sponsors to provide a certain amount of non-federal funds as match to the federal funds, as described above. 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 and therefore allow a project 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 programs. At this time it is unclear whether or not Toll Credits will be made available as local match for FTA 5310 projects for the next funding cycle.

Transportation Development Act Local Transportation Fund Program

A mainstay of funding for transit programs in California is provided by the Transportation Development Act (TDA). The major portion of TDA funds are provided through the Local Transportation Fund (LTF). These funds are generated by a 1/4 cent statewide sales tax, returned to the county of origin. The returned funds must be spent for the following purposes:

- ◆ Two percent may be provided for bicycle facilities per TDA statutes. (Article 4 and 4.5)
- ◆ Up to five percent may be claimed by a CTSA for its operating costs, purchasing vehicles or purchase of communications and data processing equipment. (Article 4.5)
- ◆ The remaining funds must be spent for transit and paratransit purposes, unless a finding is made by the Transportation Commission that no unmet transit needs exist that can be reasonably met. (Article 4 or 8)
- ◆ If a finding of no unmet needs reasonable to meet is made, remaining funds can be spent on roadway construction and maintenance purposes. (Article 8)

State Transit Assistance (STA) Funds

In addition to LTF funding, the TDA includes a State Transit Assistance (STA) funding mechanism which is derived from the statewide sales tax on diesel fuel. Statute requires that 50% of STA funds be allocated according to population and 50% be allocated according to operator revenues from the prior fiscal year.

Other Human Service Agency Funding Sources

There are a variety of federal and state grant programs for social service agencies. Each one has specific eligible uses. Common social service funding sources which can be used for transportation purposes are listed below.

Older Americans Act (1965)

The Older Americans Act (OAA) address senior's access to health care and their general well-being. The Act established the federal Administration on Aging which is charged with the duty of implementing a range of assistance programs aimed at seniors, especially those at risk of losing their independence. Providing access to nutrition, medical and other essential services are all goals of the Act. There is no specific portion of the funding dedicated to transportation; however, funding can be used for transportation under Title II (Support and Access Services, Title IV (Grants to American Indian Tribes), and the Home and Community-Based Services (HCBS) program.

Medi-Cal

Medi-Cal is California's health care program for children and adults with limited income and resources. Medi-Cal will pay transportation expenses for NEMT trips for individuals who require a wheelchair van, ambulance, litter van or simply a high level of care. However, the transportation provider must be licensed by Medi-Cal.

Regional Centers

Regional Centers are private non-profit companies which contract with the Department of Developmental Services (DDS) to provide or coordinate services and supports for individuals with developmental disabilities. The Valley Mountain Regional Center is the local office for Amador County. DDS funding is funneled through the Valley Mountain Regional Center to local agencies such as Community Compass who provide transportation to/from their day programs and other services.

Private Sources

Donations

Private donations play a large role in human service agency funding. Many organizations such as the Amador Tuolumne Community Action Agency (ATCAA) depend on donations for part of its funding. It is not uncommon to request donations for trips on coordinated transportation services.

STUDY PROCESS

This 2013 update of the Amador County Coordinated Plan was conducted as follows:

- ◆ A kick-off meeting was conducted with the Project Oversight Committee (AT staff, Amador County Transportation Commission (ACTC) staff) and other representatives of human service agencies) in August 2013. The overall focus of the both the coordinated planning

effort and the Transit Development Plan (concurrently being updated) were refined. The Project Oversight Committee (POC) also began developing the stakeholder contact list for the project (Appendix A).

- ◆ In August and September, surveys were emailed to the list of human service agency stakeholders to obtain input on current coordination efforts, client needs, and existing transportation resources. Follow-up phone calls were conducted on multiple occasions throughout the remainder of the year. Results of the surveys are presented in Appendix B (Transportation Provider Inventory) and Appendix C (Surveys).
- ◆ Over the months of September and October, Project Oversight Committee (POC) members distributed a second survey to the general public in an effort to directly hear from the public, not just existing transit riders, about their travel patterns and transportation needs. Specifically surveys were distributed at the following locations:
 - Social Services Transportation Advisory Council
 - First Five
 - Upcountry Community Council
 - Numerous churches
 - Cost Less
 - Grocery Outlet
 - Save Mart
 - Claypool's market in Lone
 - Pokerville Market in Plymouth
 - Pioneer Payless IGA Market
 - Pine Grove Coffee Shop
 - Country Store in Volcano
 - Common Ground Senior Center
 - www.surveymonkey.com
 - Amador Transit Facebook page and website
- ◆ A coordinated planning workshop was held on September 17th at the Margaret Dalton Children's Center in Jackson. A flyer advertising the workshop was developed and distributed to all agencies on the stakeholder contact list. Representatives from 15 agencies were in attendance. Participants were provided with an overview of the process then separated into groups to discuss three topics:
 - What are the top priority transportation needs for each agency?
 - What are other top priority transportation needs for the community as a whole?
 - What strategies should be pursued to address these needs?

Results of the group sessions were shared with all attendees and used along with survey input as a base for the needs assessment.

- ◆ The Consultant attended the December ACTC Social Services Transportation Advisory Council (SSTAC) meeting in Sutter Creek. The primary objective of this meeting was to formulate preliminary coordinated strategies.
- ◆ The Consultant participated in the January ACTC SSTAC meeting by teleconference. At this meeting the group reviewed and ranked the draft coordinated strategies.

EXISTING LAND USE

Amador County consists of five incorporated cities – Jackson, Amador City, Plymouth, Sutter Creek and Lone – as well as unincorporated communities such as Fiddletown, Pine Grove, and Pioneer. Development within the county is primarily concentrated in the Jackson, Martell, and Sutter Creek areas as well as in Lone, Plymouth, the SR 88 Corridor from Pine Grove to Buckhorn and other smaller communities having minor but significant population. The Jackson Rancheria Casino, located off of SR 88 east of Jackson, and the prison in Lone serve as a major activity and employment centers for residents of the county and surrounding areas.

TRANSIT DEPENDENT POPULATION

Nationwide, transit system ridership is drawn largely from various groups of persons who make up what is often called the “transit dependent” population. This category includes elderly persons, persons with disabilities, low-income persons, and members of households with no available vehicles. There is considerable overlap among these groups.

Table 1 presents the transit dependent population by community in Amador County from the 2010 U.S. Census, which includes elderly, disabled and low income persons, as well as households without access to a vehicle. As presented in the table, the countywide population in 2010 was 33,776 (per Census data, not including prison inmates). Not including incarcerated individuals, Jackson is the largest city in Amador County (4,558), followed by Lone (3,758) and Sutter Creek (2,501). Just under one- third of the population lives outside of communities in the County.

There are an estimated 7,825 persons aged 65 or over residing in the study area (or 20.5 percent of the total population, compared to 18.5 percent a decade ago). This percentage is especially high (over 25 percent) in Buckhorn, Jackson and Pioneer, as well as the areas outside of communities in the County. Elderly population density is presented graphically in Figure 1.

The number of low-income persons, another likely market for transit services, is measured by the number of persons living below the poverty level. An estimated 2,769 people live below the poverty level within the study area, representing 8.2 percent of the total population (compared with 14.5 percent statewide). The percentage of those persons living below poverty status is highest in Kirkwood and Martell (each nearly 25 percent), though the overall populations in both locations is very small. In terms of the number of individuals living in poverty, Jackson has the highest number (546, which is 12.1 percent of the City's population) followed by Buckhorn (264, or 9.7 percent of the area's population) and Lone (247, or 6.6 percent of the City's population). See Figure 2 for low-income population density details.

The number of households without access to an available vehicle is estimated at 593, as presented in the Table 1. This represents 3.3 percent of the total households in the area (compared with 7.8 percent statewide). A large proportion of households without vehicles available are located in Jackson (190, or 8.7 percent of households there). Martell is the community with the highest percentage of zero-vehicle households at 31.6, which represents just 36 households. This is presented graphically in Figure 3.

TABLE 1: Amador County Transit Dependent Population by Place

Community	Elderly Residents (age 65+)										Persons Living Below Poverty Status				Households by Number of Vehicles					Residents with Disabilities	
	Total Population	In Correctional Facility	Not In Correctional Facility	Housing Units	Land Area (sq.mi.)	Total	Percent of Community Population	Persons per Sq. Mi.	Total	Percent of Community Population	Persons per Sq. Mi.	Zero	1	2	3 or more	Total Non-Institutionalized	% Disability				
																		Community Population	Persons per Sq. Mi.	Community Households	Percent of Community Households
Amador City	185	0	185	108	0.31	25	13.5%	79.6	14.8%	60.5	0	18	18	18	24	13.0%					
Buckhorn CDP	2,429	0	2,429	1,662	5.87	701	28.9%	119.4	9.7%	45.0	34	268	472	420	440	18.1%					
Buena Vista CDP	429	0	429	218	1.62	29	6.8%	17.9	9.5%	30.2	0	65	124	0	173	40.3%					
Camanche North Shore CDP	979	0	979	480	2.31	134	13.7%	58.1	19.3%	65.0	0	49	181	118	197	20.1%					
Camanche Village CDP	847	0	847	344	5.45	92	10.9%	16.9	11.5%	12.5	30	54	137	55	42	5.0%					
Drytown CDP	167	0	167	80	3.69	29	17.4%	7.9	0.0%	0.0	0	0	0	30	30	17.8%					
Fiddletown CDP	235	0	235	126	4.64	55	23.4%	11.9	0.0%	0.0	0	0	20	27	28	12.0%					
Ione	7,918	4,160	3,758	1,635	4.78	780	9.9%	163.2	6.6%	51.7	86	97	433	584	455	12.1%					
Jackson	4,651	93	4,558	2,309	3.37	1,173	25.2%	348.1	12.1%	162.0	190	404	697	385	1,021	22.4%					
Kirkwood CDP	158	0	158	757	5.33	25	15.8%	4.7	23.6%	4.9	3	24	11	4	6	3.8%					
Martell CDP	282	0	282	114	2.34	26	9.2%	11.1	23.5%	15.4	36	51	29	0	0	0.0%					
Pine Grove CDP	2,219	0	2,219	1,140	6.97	550	24.8%	78.9	3.9%	13.3	0	176	189	252	302	13.6%					
Pioneer CDP	1,094	0	1,094	600	4.32	362	33.1%	83.8	3.6%	9.0	0	98	134	193	351	32.1%					
Plymouth city	1,005	0	1,005	493	0.94	155	15.4%	164.2	14.5%	138.8	20	59	169	106	223	22.2%					
Red Corral CDP	1,413	62	1,351	679	5.84	297	21.0%	50.8	6.2%	17.8	0	149	514	244	211	15.6%					
Sutter Creek	2,501	0	2,501	1,367	2.59	460	18.4%	177.7	7.9%	85.4	57	226	0	332	425	17.0%					
Volcano CDP	115	0	115	70	1.50	28	24.3%	18.7	0.0%	0.0	0	0	60	60	0	0.0%					
Balance of County	11,464	0	11,464	5,850	532.71	2,904	25.3%	5.5	6.8%	1.5	137	709	2,584	2,022	1,983	33.6%					
Amador County	38,091	4,315	33,776	18,032	594.58	7,825	20.5%	13.2	7.3%	4.7	593	2,496	5,772	4,850	5,911	17.5%					
State of California							11.8%		14.5%							10.2%					

Source: US 2010 Census, American Community Survey
 CDP = Census Data Place

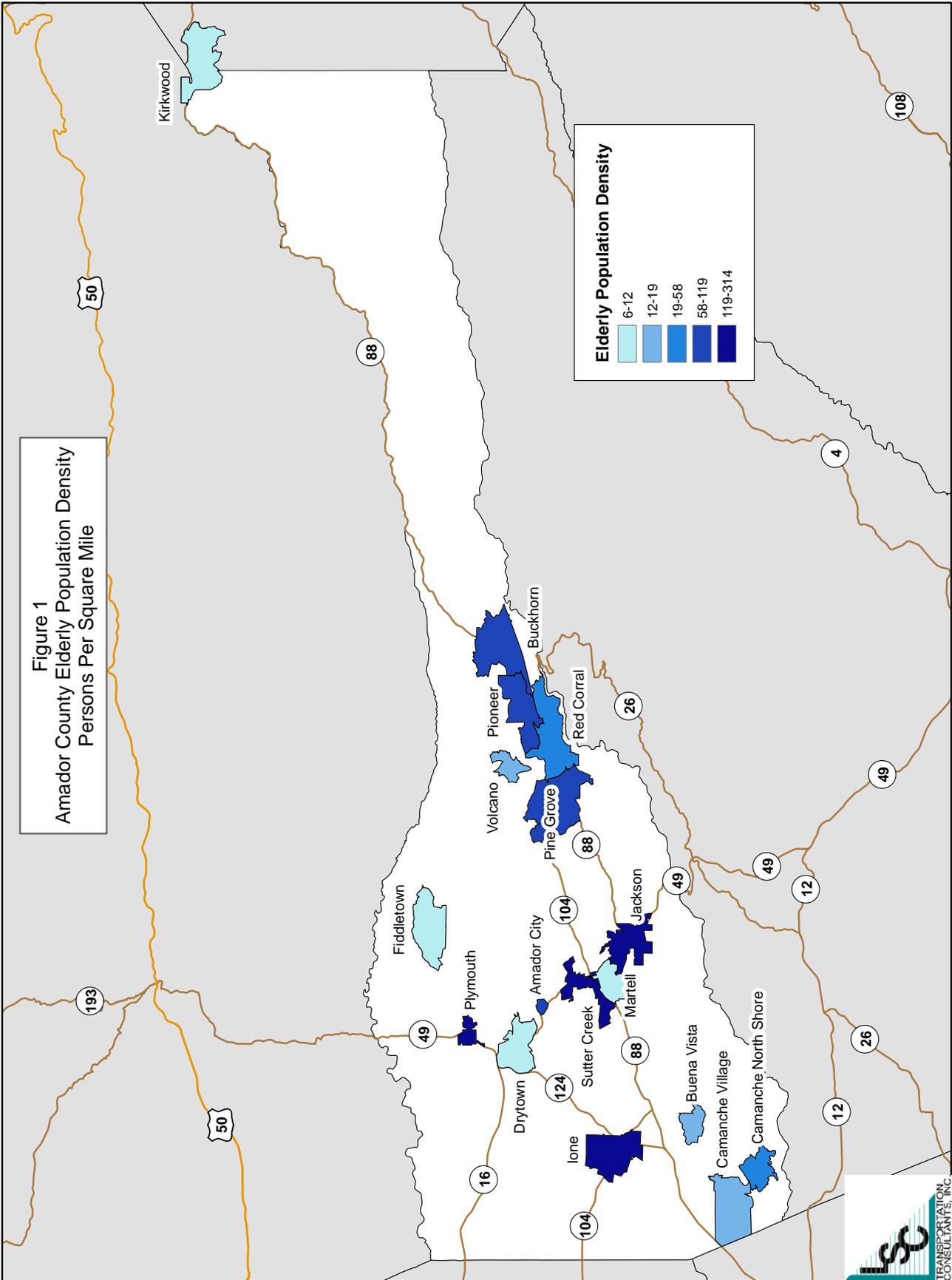


Figure 1
Amador County Elderly Population Density
Persons Per Square Mile

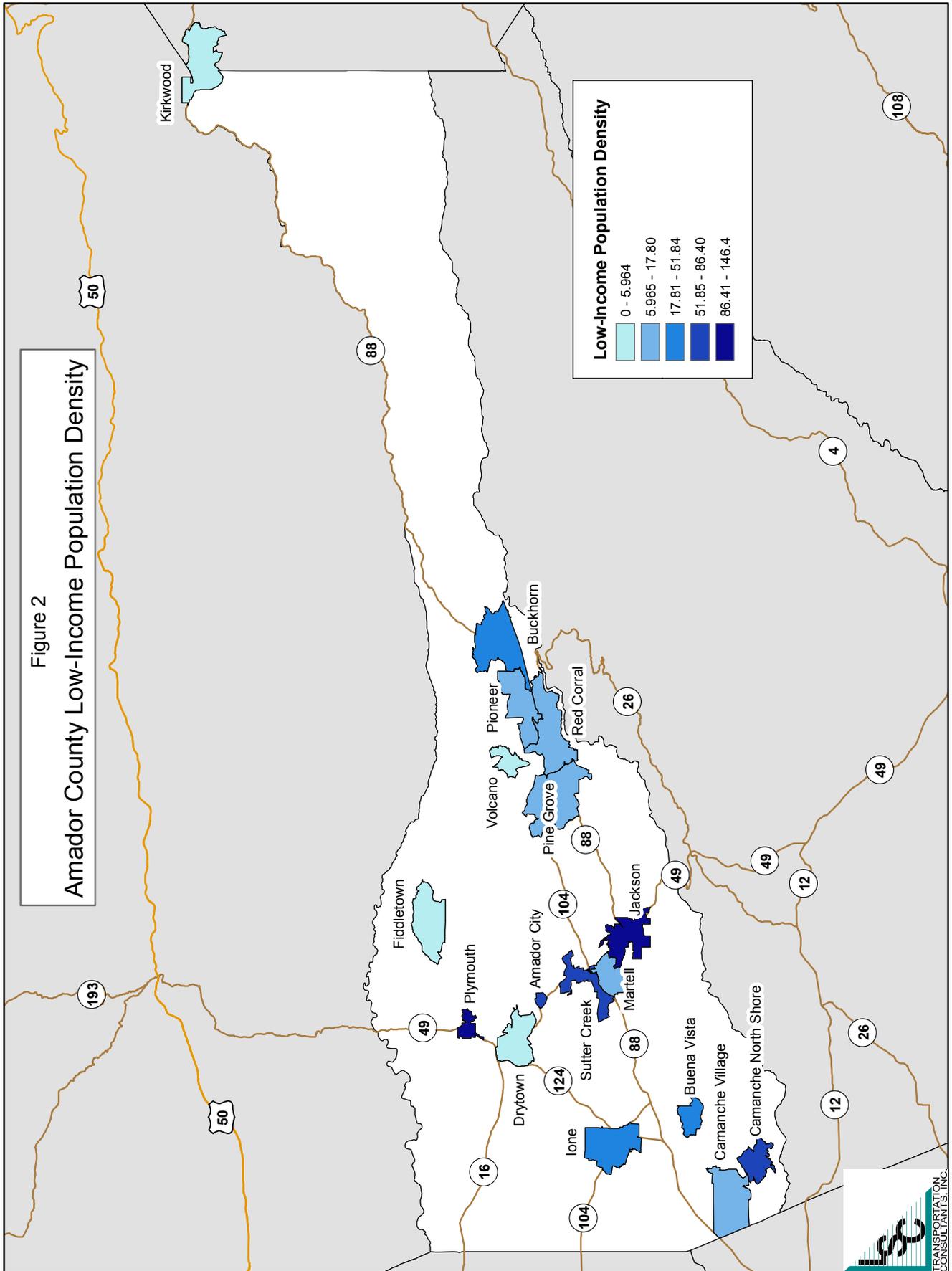
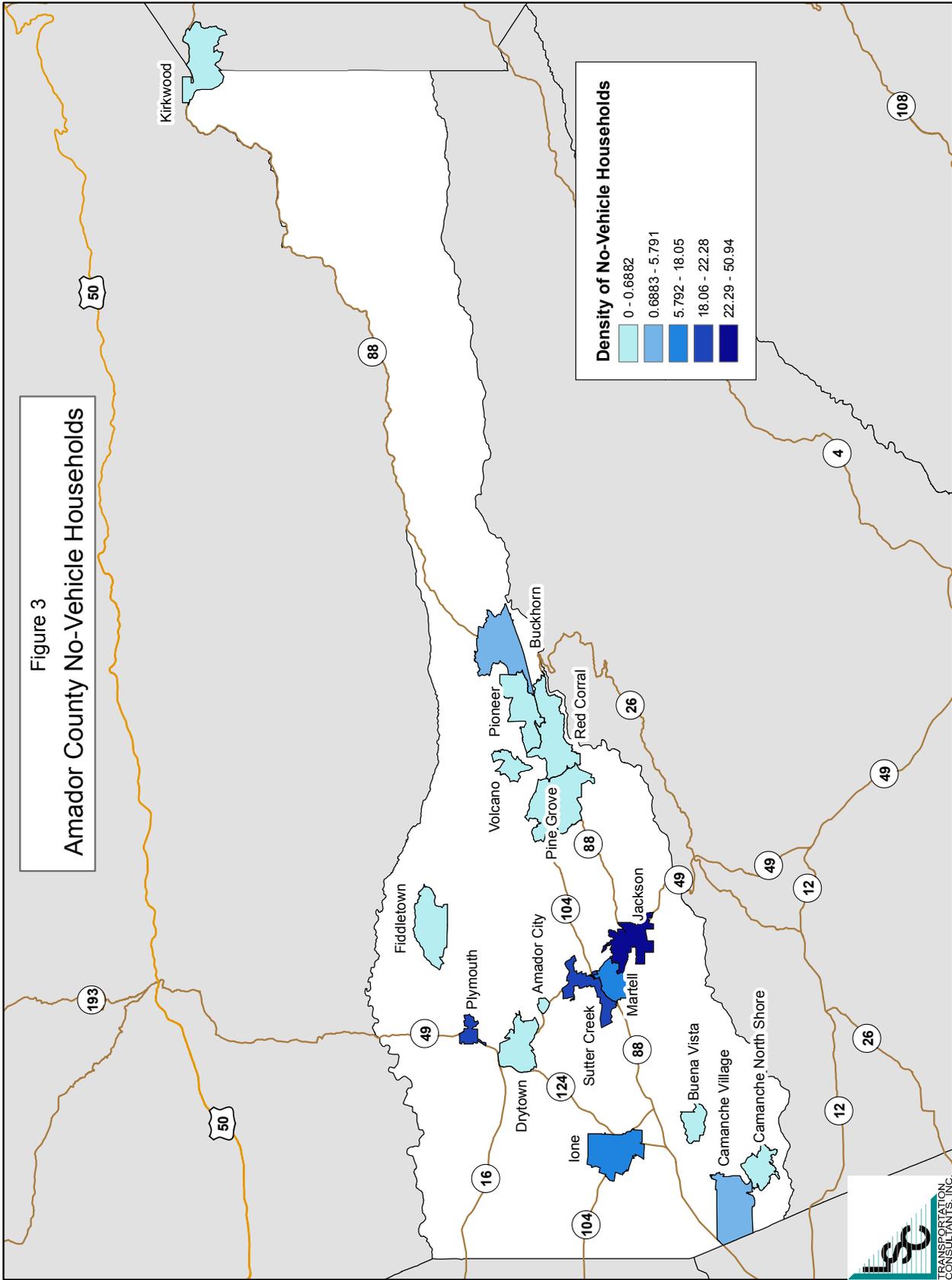


Figure 3
Amador County No-Vehicle Households



The 2012 American Community Survey includes estimates for the percentage of non-institutionalized population which has some type of disability. For the county as a whole the percentage of residents with a disability (17.5 percent) is greater than the State of California (10.2 percent). By community, the largest concentration of residents with disabilities resides in Jackson (1,021 persons), followed by Buckhorn (440 persons) and Sutter Creek (425 persons). In terms of percentages, over 40 percent of Buena Vista residents have a disability and nearly one-third of Pioneer residents have a disability.

EMPLOYMENT

Amador County has recorded only small increases in the civilian labor force over the past decade, from an average of 16,600 in 2002 to an average of 16,670 in 2012, with peaks as high as 17,830 in 2008 and 2009. However, like most of the nation, the county experienced increasing unemployment rates starting in 2008. The unemployment rate soared from 5.3 percent in 2007 to 12.4 percent in 2010, with an improvement in 2012 to 10.5 percent.

Major Employers

The largest employer in Amador County is the Jackson Rancheria Casino, located just east of Jackson (Table 2). Another major employer includes the Mule Creek State Prison in Ione. None of these facilities are served by public transit. Other large employers, such as hospitals, government offices and retail businesses are served by Amador Transit.

TABLE 2: Major Employers in Amador County			
Employer	# of Employees	Location	Served by Transit?
Jackson Rancheria	1,000 - 5,000	Jackson	N
Mule Creek State Prison	500 - 999	Ione	N
Sutter Amador Hospital	250 - 499	Jackson	Y
County of Amador	100 - 249	Jackson	Y
Kit Carson Nursing and Rehab	100 - 249	Jackson	Y
Volcano Telephone	100 - 250	Pine Grove	Y
Wal-Mart	100 - 250	Jackson	Y
Safeway	100 - 250	Jackson	Y
Lowe's Home Improvement	100 - 250	Jackson	Y

Source: California Employment Development Department, 2013

INCOME AND PUBLIC ASSISTANCE

American Community Survey data shows that the mean household income in Amador County is \$68,268. Roughly 5.3 percent of Amador County households receive Supplemental Social Security Income, 5.2 percent receive cash public assistance, and 10.0 percent of households receive Food Stamps/SNAP benefits.

COMMUTE PATTERNS

Information on commute patterns for 2011 was obtained through the US Census Bureau Longitudinal Employer-Household Dynamics dataset. In reviewing this data, it is important to consider that it includes data for employees that do not necessarily report to work on a daily or consistent basis, and can include persons who have a permanent resident in one location, but stay elsewhere during their work week. Nevertheless, it provides the best available picture of commuting patterns.

Roughly 2,300 Amador County residents commute to work somewhere in Sacramento County and another 1,024 commute to San Joaquin County. Just fewer than 1,400 Amador County employees commute from Sacramento County to Amador County, another 994 commute from Calaveras County and 827 from San Joaquin County.

Commuting patterns for Amador County residents and workers to/from census designated places are presented in Table 3. As shown in the table, there are 4,296 employees who both work and live in Amador County. There are approximately 11,785 residents who work outside of the County, and approximately 6,045 employees who live outside of the County and commute in for work. Approximately 73 percent of employed Amador County residents work outside the county (including those that do not commute on a daily basis), while 58 percent of persons reporting to worksites in Amador County live outside the County.

MAJOR TRANSIT ACTIVITY CENTERS

Community activity centers potentially generate transit ridership depending on the clientele served. Human service programs typically generate ridership from low income, elderly and/or disabled residents; shopping centers often generate ridership from all types of residents, but particularly elderly and low income passengers; schools and recreational facilities may generate transit ridership from the youth population. Below are lists of major community activity centers in Amador County which are potential transit ridership generators.

Retail Concentrations

The primary retail-shopping areas in Amador include Plymouth, Sutter Creek, Martell, Jackson, Lone Pine Grove, and Pioneer. Specifically:

- Downtown Lone along Preston Street
- K-Mart, Wal-Mart, and Amador Plaza Shopping Center on SR 88 in Martell
- Along SR 49 and in the historic downtown area of Jackson
- Along Main Street and SR 49 in Plymouth
- Downtown (Old Highway 49) Sutter Hill and Martell Business Park between SR 49, SR 88 and SR 104
- Along SR 88 in Pine Grove and in Pioneer

TABLE 3: Amador County Commuter Flow by Community

Amador Residents Commuting To...			Amador Employees Commuting From...		
County of Workplace	Number	Percent	County of Residence	Number	Percent
Amador County	4,296	26.7%	Amador County	4,296	41.5%
Outside Amador County	11,785	73.3%	Outside Amador County	6,045	58.5%
Total	16,081	100%	Total	10,341	100.0%

Amador Residents Commuting To...			Amador Employees Commuting From...		
Place of Employment	Number	Percent	Place of Residence	Number	Percent
Jackson City, CA	1,699	10.6%	Jackson City, CA	663	6.4%
Sacramento City, CA	1,066	6.6%	Ione City, CA	596	5.8%
Ione City, CA	642	4.0%	Stockton City, CA	326	3.2%
Stockton City, CA	501	3.1%	Sutter Creek City, CA	323	3.1%
Sutter Creek City, CA	493	3.1%	Pine Grove CDP, CA	304	2.9%
San Francisco City, CA	408	2.5%	Buckhorn CDP, CA	279	2.7%
San Jose City, CA	376	2.3%	Elk Grove City, CA	200	1.9%
Martell CDP, CA	257	1.6%	Sacramento City, CA	192	1.9%
Roseville City, CA	256	1.6%	Red Corral CDP, CA	182	1.8%
Rancho Cordova City, CA	240	1.5%	Camanche North Shore CDP, CA	161	1.6%
Oakland City, CA	212	1.3%	Lodi City, CA	159	1.5%
Pine Grove CDP, CA	209	1.3%	Camanche Village CDP, CA	139	1.3%
Los Angeles City, CA	202	1.3%	Rancho Calaveras CDP, CA	127	1.2%
Lodi City, CA	191	1.2%	Valley Springs CDP, CA	118	1.1%
Folsom City, CA	162	1.0%	El Dorado Hills CDP, CA	108	1.0%
Placerville City, CA	162	1.0%	Pioneer CDP, CA	103	1.0%
Fresno City, CA	152	0.9%	Galt City, CA	98	0.9%
Modesto City, CA	150	0.9%	Angels City, CA	96	0.9%
Arden-Arcade CDP, CA	139	0.9%	Los Angeles City, CA	96	0.9%
San Andreas CDP, CA	121	0.8%	Rancho Murieta CDP, CA	82	0.8%
Reno City, NV	118	0.7%	South Lake Tahoe City, CA	78	0.8%
Elk Grove City, CA	115	0.7%	Folsom City, CA	72	0.7%
El Dorado Hills CDP, CA	97	0.6%	San Andreas CDP, CA	72	0.7%
Davis City, CA	94	0.6%	Davis City, CA	68	0.7%
Vacaville City, CA	93	0.6%	Diamond Springs CDP, CA	62	0.6%
All Other Locations	7,926	49.3%	All Other Locations	5,637	54.5%
Total	16,081	100%	Total	10,341	100%

CDP = Census Data Place

Note: LEHD figures represent estimates of commute patterns, synthesized from several sources of US Census residential location, business location, and commute data. These figures exclude Federal, railroad and self-employed employees, and include trips that are not made each workday. As such, this data should be considered to only provide a general commuting pattern.

Source: US Census On the Map data, 2011 (retrieved September 2013).

Activity Centers for Seniors, Persons with Disabilities, and Low-Income Persons

Social service and other centers that serve older adults, persons with disabilities and low income persons are generally located in Jackson and Sutter Creek and served by Amador Transit. These include:

Jackson

- Amador County Senior Center
- Oak Manor Senior Retirement Home (near the Senior Center)
- Amador Residential Care (assisted living near the Senior Center)
- Jackson Gardens Elder Care Home
- AssistCare (assisted living)
- Community Compass (developmental)
- The Arc Whole Life Services
- Amador – Tuolumne Community Action Agency
- First 5 Amador

Sutter Creek

- Amador County Department of Social Services / Mental Health Services
- WIC Program
- Gold Quartz Inn Senior Retirement Home
- The Arc of Amador and Calaveras

Medical Facilities

Medical facilities within Amador County also tend to be concentrated in the Jackson area.

Jackson

- Sutter Amador Hospital
- Kit Carson Nursing and Rehabilitation Center
- Sutter Amador Pediatric
- Sutter Amador Women's Services
- Sutter Amador Family Practice
- MACT Clinic at the Jackson Rancheria
- Amador Physical Therapy
- Court Street Medical Complex
- Sierra Wind Wellness and Recovery Center

Other Areas

- Sutter Amador Health, Plymouth

Government

Governmental service offices, such as City Hall and court, are located throughout the County, and include:

- Jackson City Hall
- Municipal Court and Superior Court, Jackson
- Public Health Department, Sutter Creek
- Sutter Creek City Hall
- Amador City Hall
- Amador County Offices, Jackson
- Ione City Hall
- Plymouth City Hall

Education

There are a number of elementary, middle and high schools in the county. As shown in the list below, students from Pine Grove, Pioneer, and Plymouth must travel to other areas of the County for junior high and high school.

Jackson

- Argonaut High School
- Jackson Elementary School
- Jackson Junior High School

Sutter Creek

- Independence High School (alternative and adult education)
- Amador High School
- Sutter Creek Primary School
- Sutter Creek Elementary

Ione

- Ione Elementary School
- Ione Junior High School

Pine Grove Elementary School, Pine Grove

- Pioneer Elementary School, Pioneer
- Plymouth Elementary School, Plymouth

Projections and Trends

The Amador County population as a whole is expected to increase by 2,000 people or 5.4 percent from 2014 to 2019. These Department of Finance projections take in to account some influx of persons around retirement age other than simply aging in place. Table 4 takes a close

look at age projections in Amador County over the next five years. As shown in the table, the California Department of Finance projects that in 2014, 42.2 percent of the Amador County population is age 55 or older. This is much higher than the statewide proportion of 24.4 percent. By the end of the five year planning period, the number of persons in Amador County age 55 or older is expected to increase to 46.1 percent or nearly half of the total population. Although persons age 55 to 75 are considered seniors, in general this age group can still drive. As a person approaches the age of 75, they are more likely to have mobility issues or other driving limitations. Using the California Department of Finance data, it is estimated that there are 3,602 persons over 75 in Amador County in 2014, representing 9.7 percent of the total population. This number will increase by 16.7 percent to 4,204 persons or 10.8 percent of the population who may become transit dependent by 2019.

Table 4: Senior Population in Amador County					
Age Group	Population		Increase: 2014 to 2019		
	2014	2019	#	%	
55-59	3,191	3,584	392	12.3%	
60-64	3,359	3,516	157	4.7%	
65-69	3,190	3,534	344	10.8%	
70-74	2,219	3,069	850	38.3%	
75-79	1,564	1,922	358	22.9%	
80-84	950	1,203	253	26.6%	
85-89	696	621	-75	-10.7%	
90-94	299	347	48	16.0%	
95-99	83	97	14	16.8%	
100+	10	13	3	30.0%	
Total Seniors	15,562	17,906	2,344	15.1%	
Total Seniors 75+	3,602	4,203	601	16.7%	
Total Amador County Population	36,833	38,837	2,004	5.4%	
Seniors % of Total Population	42.2%	46.1%			
Statewide Seniors %	24.5%	26.8%			

Source: CA Department of Finance

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Existing Transportation Providers

Ultimately there is one public transit operator which serves Amador County, Amador Transit. Amador County also has a variety of human service agencies which provide transportation for clients. Appendix B presents the transportation provider inventory for Amador County along with responses to the human service agency transportation needs survey.

AMADOR TRANSIT

Amador Transit (AT) currently operates four local fixed routes and one commuter route to Sacramento Monday through Friday, approximately between the hours of 5:30 AM and 7:30 PM. Dial-A-Ride (DAR) is offered three-quarters of a mile from the fixed routes in the Jackson and Sutter Creek areas from 6:00 AM to 6:00 PM for Americans with Disabilities Act (ADA) qualified passengers. Fixed routes outside the DAR service area will deviate up to three-quarters of a mile for ADA eligible passengers. All routes begin and end at the Sutter Hill Transit Center. Descriptions of the routes are presented below. Amador Transit routes are graphically displayed in Figure 4 along with major transit activity centers.

Route 1: Sacramento – This commuter route makes one morning (leaving Sutter Hill at 6:15 AM) and one afternoon round trip (leaving Sutter Hill at 3:30 PM) to Sacramento. Departures from Sacramento are at 7:50 AM and 5:05 PM. After leaving the Sutter Hill Transit Center, the bus makes a stop in Drytown and De Martini/Carbondale Rd in Amador County and two stops in Rancho Murieta in Sacramento County prior to arriving in downtown Sacramento. Once in Sacramento, passengers can transfer to light rail and Yolo Bus to the Sacramento Airport.

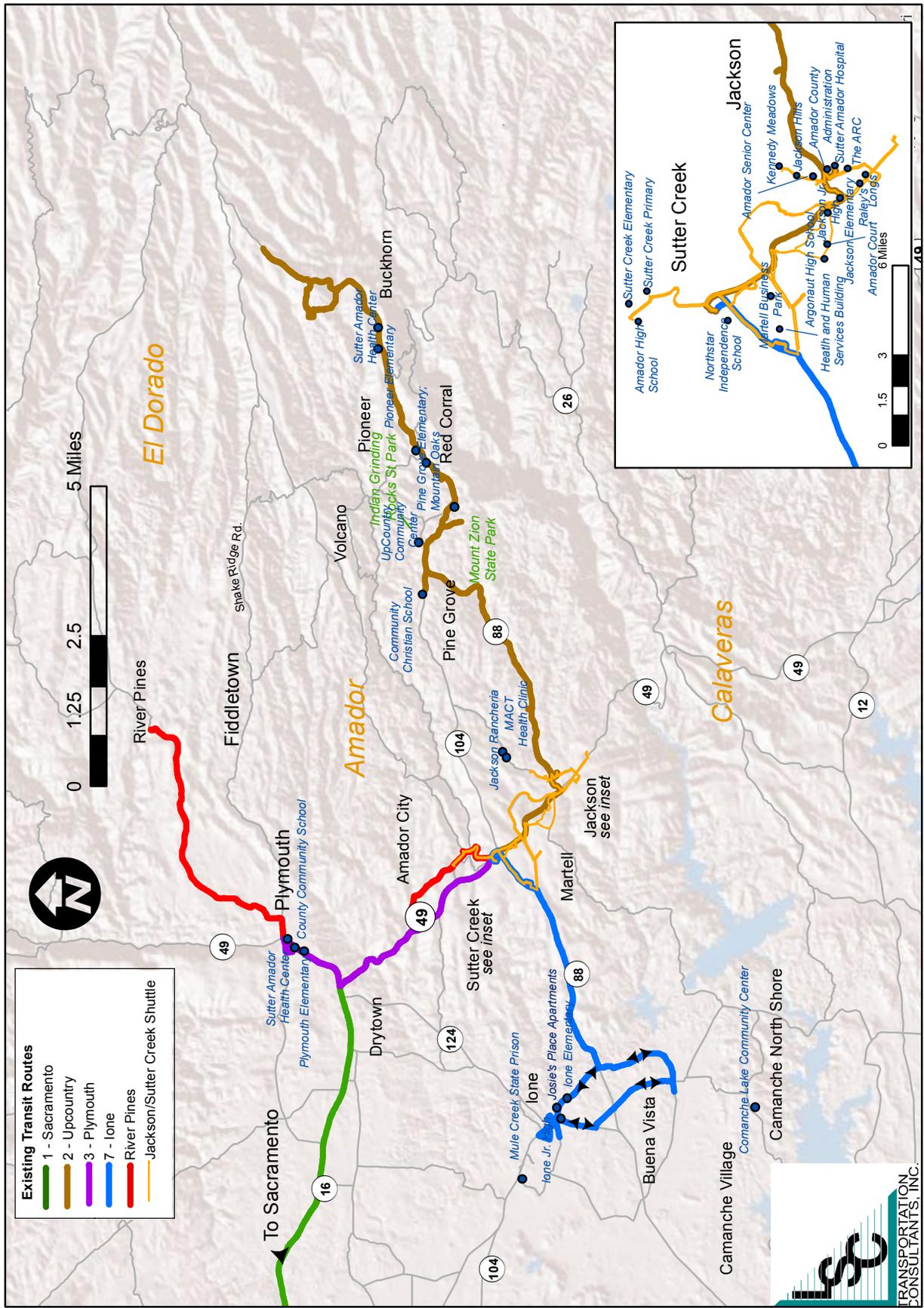
Route 2: Upcountry – A morning, midday, and afternoon out and back run is made from the Sutter Hill Transit Center to Amador Station in Mace Meadows, serving Jackson, Pine Grove and Pioneer along the way.

Route 3: Plymouth – On Tuesdays through Fridays, the Plymouth Route operates two round trips daily departing from the Sutter Hill Transit Center at 8:15 AM and at 3:10 PM and the community of Plymouth. Just recently, AT added a variation to Route 3 on Mondays. Transit service continues beyond Plymouth as far as River Pines. Three round trips are made to Plymouth on Mondays while two round trips are made to River Pines. The trips to River Pines have received low ridership and may be altered.

Route 5 A and B: Sutter Creek-Jackson Shuttle – This service is the core of the local fixed route service. Two shuttles (A and B) are operated. The two shuttles serve the same areas, but Shuttle A operates southbound on Argonaut Road and northbound on Jackson Gate Road while Shuttle B operates northbound on Argonaut Road and southbound on Jackson Gate Road. Six round trips are made daily on Shuttle A at 7:00 AM, 9:00 AM, 10:30 AM, noon, 1:00 PM and 3:15 PM. Another trip to Raley's and as far as the Jackson Gate Road Apartments is made at 5:15 PM. Shuttle B serves seven daily departures at 6:55 AM, 8:15 AM, 10:00 AM, 11:30 AM, 12:30 PM, 2:05 PM and 4:15 PM.

Route 7: Lone – The Lone Route departs the Sutter Hill Transit Center at 7:45 AM, 11:20 AM and 3:30 PM and serves Lone and Buena Vista.

Figure 4
Amador County Activity Centers



Dial-A-Ride (DAR) – Dial-A-Ride currently operates only in the Jackson-Sutter Service area, within three-quarters of a mile of regular fixed route service. Service was initiated on July 18, 2011.

Route Deviations

Outside of the DAR service area, the fixed-routes will deviate up to three-quarters of a mile to pick-up or drop-off an individual who qualifies for door-to-door service under the American with Disabilities Act guidelines. Route deviations are only allowed for ADA eligible passengers with approved applications.

Ridership

In total, AT carried 66,909 one-way passenger trips in FY 2012-13. AT operated a total of 222,109 vehicle miles and 11,134 vehicle hours. The Jackson – Sutter Creek Shuttle has the greatest ridership (24,579 trips) followed by the DAR (13,332) and the Sacramento Commuter Route (11,664).

OTHER TRANSPORTATION SERVICES IN AMADOR COUNTY

A number of other transportation services operate in Amador County besides Amador Transit. From taxicab companies, to the school district and a number of social service providers, each is described in the following pages.

Visitor Tour Buses

There are numerous tour companies that operate tour bus activities in Amador County. Tours include trips to local casinos, mines, farms, wineries, ghost towns, cemeteries and to the snow country. The largest of the tour companies is Gold Country Wine Tours, which operates out of Amador County.

Blue Mountain Transit

Blue Mountain Transit is a private van service, based in San Andreas, which contracts with the Valley Mountain Regional Center (VMRC) to provide transportation to The Arc program in Sutter Hill and the Community Compass in Jackson. The vehicles pick up consumers at their homes in the morning and bring them to the site, returning them in the afternoon. In addition, Blue Mountain is available for charter service on weekends.

Amador Unified School District Transportation

The school district in Amador County serves approximately 2,000 students daily or 720,000 passenger-trips annually.

Taxicab Companies

Amador Pioneer Cab Company, located in Jackson, is one of three taxicab companies operating in Amador County. Amador Pioneer operates one vehicle at a time. Fares are \$2.75 per mile traveled with a \$5 minimum. Delta Sierra Cab, located in Lone, operates 24 hours per day throughout the County. Current passenger fares are \$2.75 per mile traveled plus a \$2.75 pick-up fee. Gold Rush Taxi also now operates in Amador County at a rate of \$3 per flag drop and \$3 per mile.

Carpool/Rideshare/Vanpool Programs

The Foothill Rideshare program was developed in response to increased population in Amador, Calaveras and Tuolumne Counties and the long commutes that are associated with the residents, particularly due to a low job to housing ratio in these areas. The program was a collaborative effort between the three counties and made possible through grants including Valley Clean Air Now and Caltrans. This program was recently discontinued however, there are two vanpools leaving Amador County to Sacramento for state workers. Contact information for these vanpools is available on the Amador Transit website.

Calaveras Transit

Calaveras Transit offers five deviated fixed routes, one of which connects with Amador Transit at Raley's in Jackson three times a day: 8:50 AM, 11:15 AM, and 3:20 PM. Upon request, Calaveras Transit will drop passengers off directly at the Sutter Hill Transit Center to catch the afternoon Sacramento Express route.

OTHER HUMAN SERVICE TRANSPORTATION PROVIDERS AND STAKEHOLDERS

Amador Support, Transportation and Resource Services (STARS)

Amador STARS oversees cancer patient transportation services to radiation and chemotherapy treatments (on a case by case basis) in Sacramento, Stockton, Lodi, San Andreas, Roseville, and Rancho Cordova as well as offers some support services for cancer patients. Transportation for general medical appointments is not provided. The vans leave the STARS office at 7:15 AM and 8:15 AM five days a week. All drivers are volunteers and there are no costs to clients associated with this service. STARS no longer has a wheelchair accessible vehicle.

Amador County Social Services

Under the umbrella of the Health and Human Services Department, Social Services provide the following programs: Conservator, Child Protective Services, Adult Protective Services and In-Home Supportive Services. In addition to purchasing \$1,500 to \$2,000 in Amador Transit bus passes each year, the department uses county vehicles to provide transportation for program participants. Common destinations for Social Services clients include: Home to the Health and Human Services Building, Court, Amador Calaveras Counseling Services, Operation Care, medical appointments and errands. County vehicles cannot be shared with other non-county programs. Social Services staff has indicated that the department does not have sufficient staff to meet all the transportation needs of Social Services clients without the assistance of Amador

Transit. Transportation needs for Social Service clients include more frequent service in the Jackson/Sutter Creek area.

Amador County Behavioral Health

Behavioral Health clients may have mental health illnesses or substance abuse issues and require transportation from their homes (often in remote areas) to the County clinic. The department spends roughly \$2,880 in AT bus passes each year. As a last resort, staff members will use county vehicles to transport high risk clients. Gas vouchers are also provided for those with access to a vehicle. Clients provided transportation directly by the department may require special needs or may not feel comfortable riding public transit; as such it would be difficult for the Behavioral Health department to coordinate with other human service agencies.

Valley Mountain Regional Center (VMRC)

VMRC provides a variety of services for people with cognitive and developmental disabilities. This includes day programs, advocacy, vocational assistance, and independent living counseling. VMRC is funded through the State Department of Developmental Services. VMRC purchases bus passes for consumers on AT as well as contracts with Blue Mountain Transit to provide transportation to programs such as the Arc of Amador County and the Community Compass.

The Arc of Amador and Calaveras County

The Arc provides support and services for persons with developmental disabilities in Amador and Calaveras counties which enable them to live independently. Transportation is a key component of making the program work. Transportation to day programs and jobs are provided by Blue Mountain Transit or AT through funding from the VMRC. The Arc also operates several vehicles (some wheelchair accessible) to transport consumers for program related activities and medical appointments.

Mother Lode Job Training Agency

Mother Lode Job Training offers employment and training to residents of Amador County. They provide clients with either Amador Transit passes or mileage reimbursement. Transportation needs vary greatly depending on client load and whether or not clients have operable vehicles.

Common Ground Senior Services, Inc.

Common Ground Senior Services primarily provides transportation for seniors to doctor's appointments but also trips to the grocery store, post office and other errands. Common destinations for seniors are Amador Physical Therapy and the medical offices on Court Street. The level of trips provided varies, with an average of 4 – 5 trips per day. Common Ground Senior Services will also provide out-of-county transportation to the VA Hospital or UC Davis, maybe 10 times a month. Two part-time staff members are available on-call to drive three agencies vehicles, one of which is a lift-equipped van. The transportation is partially funded through an Area 12 Agency on Aging grant.

Community Compass

The Community Compass is a behavioral management day program, offering services to people with developmental disabilities. Programs and services include social skills development, public transportation training, personal management, recreation/leisure skills, vocational assessment and training. Paid Community Compass staff drivers provides transportation to their clients to and from work, activities, and pick up/drop off at the client's residence using funding received through VMRC. The Community Compass purchases approximately \$800 in prepaid bus tickets from Amador Transit each month. Groups of 4-10 passengers ride Amador Transit Dial-a-Ride and fixed-route buses daily.

American Legion Ambulance Service Post 108

The American Legion Post 108 provides ambulance services for a fee to residents of Amador and Calaveras Counties. A fleet of 10 vehicles are dedicated to Amador County transports. The American Legion carries roughly 400 – 450 transports per month. Fuel and routine maintenance is provided through the county. Driver training is conducted internally. American Legion has a Memorandum of Understanding (MOU) with Amador Transit. In the event of a mass casualty, AT will provide a larger vehicle for emergency transport services.

Jackson Rancheria

The Jackson Rancheria operates a hotel, RV Park, General Store and Casino off of New York Ranch Road between Ridge Road and SR 88. The property is not currently served by Amador Transit, although it is one of the major employers in the county and a popular tourist destination. While casino/hotel work shifts span the entire day, a large portion of employees work from 8:00 AM to 4:00 PM. Many employees commute from the Stockton area. The Rancheria provides transportation on the property between the Casino, RV Park, General Store, and hotel generally on-call with a few scheduled stops. Transportation is no longer provided off the property to downtown Jackson. In the past, the Rancheria served downtown Jackson, four times a day. Also located on the Rancheria property (although not associated with the Casino) is the MACT Health and Dental Clinics, which provides medical, dental, outreach, and behavioral health services for Native Americans as well as the general public. Amador Transit Dial-a-Ride serves the MACT Health & Dental Clinics.

Amador Tuolumne Community Action Agency (ATCAA)

ATCAA was formed through a Joint Powers Agreement between Amador and Tuolumne Counties in 1981 as the two counties independently did not meet the minimum 50,000 population level for Community Services Block Grants. The mission of the agency is to help residents of the two communities become self-sufficient and contributing members of society. ATCAA is a public entity which provides a wide range of services and programs from Head Start, youth services, emergency shelter, counseling, information, referrals, court-appointed advocates, to lifeline assistance for seniors.

ATCAA's Housing Division provides foreclosure intervention, case management, smart money classes and emergency shelter for the general homeless population including individuals and families with children. The Housing Division purchases bus passes for clients (roughly \$1,700

annually) and operates a Dodge Van to transport clients to emergency medical appointments, after school activities, Sierra Wind Wellness and Recovery Center, DMV, court appointments etc. Roughly 700 one-way passenger trips are provided.

ATCAA operates two community centers: Upcountry, Comanche Lake and the Lone Family Community Center. These are non-profit centers which offer a variety of resources and activities for all members of the community including: information and resource referral, family advocate services, computer/printer/internet access, after school programs and support groups. The Upcountry Community Center spends roughly four hours a month transporting clients to medical appointments and social services/behavioral health appointments. The Comanche and Lone Community Center purchases bus passes for community members. Most require transportation to Jackson and Martell for medical appointments and shopping on a daily basis. Some volunteer promoters at the Lone Center use their own private vehicles to transport Hispanic/Latino community members to services. This totals to about 300 hours per year. The Comanche and Lone community centers indicated a need to purchase a van to transport community members to services as their locations are not served by public transit.

ATCAA also runs a Youth Services Program in Amador County which provides prevention activities and after school programs for youth. The program operates two vans roughly 4 hours a day, four to five days a week to transport youth from school to the activity and home. A significant gap in transportation for youth is the unavailability of public transit for transportation home from after-school activities. Some youth require door to door transportation. ATCAA does not have adequate funding for additional vehicles. The program is open to coordination or vehicle sharing with other agencies; however, ATCAA Youth Services operates all weekdays.

Amador Senior Center

The Amador Senior Center is located at 229 New York Ranch Road in Jackson and provides a variety of supportive services for adults age 55 and older such as legal assistance, caregiver consult and support, notary, home repair, recreational activities, driver's safety education as well as congregate meals. The Senior Center does not provide transportation as Common Ground Senior Services does. The Jackson – Sutter Creek Shuttle goes to the Senior Center 12 times a day.

Amador First 5

The mission of First 5 is to promote, support and enhance the optimal development of children age 0 to 5. Through Proposition 10 grant funding First 5 sponsors and provides programs which promote child care, oral health, parent involvement, school readiness and family safety. First 5 do not directly provide transportation or purchase bus passes but their grantees do. In the past, First 5 has also purchased gas cards for families unable to access services.

Creative Support Alternatives

This agency provides various support services which allow persons with developmental disabilities to live independently and/or participate more fully in the community. Currently Creative Support Alternatives serves 20 – 25 people in the Independent Living Services Program and 5 people in the BizCircles program. Staff indicated a need to increase service to some of

the outlying communities and non-traditional work hours. Creative Support Alternatives is a vendor for the Valley Mountain Regional Center.

Transportation Needs Assessment

Federal guidelines related to coordinated transit planning require an assessment of transportation needs for residents with disabilities, older adults, and low-income individuals. The needs assessment for Amador County was developed from input obtained through the review of existing services, the human service agency survey and the Transportation Workshop.

KEY ORIGINS, DESTINATIONS, AND TRAVEL PATTERNS

Based on the review of existing services and needs, as well as input received as part of this study, the following are key travel patterns and origin/destinations for human service transportation.

- Upcountry/Pine Grove/Pioneer/Volcano ↔ services in Jackson
- Camanche/Shake Ridge Rd ↔ Social Services
- Home ↔ social service appointments
- Home ↔ after school activities
- Home ↔ medical appointments
- ARC ↔ gym, library, shopping, work

More specifically, transit dependent Amador County residents require transportation to:

Jackson/Sutter Creek

- | | |
|---|-----------------------------------|
| - Amador Senior Center | - Sierra Wind Wellness |
| - Amador County Administration | - Amador Athletic Club |
| - Amador County Health and Human Services | - Bowling Alley |
| - Sutter Medical Hospital | - Job Connection |
| - Raley's | - Behavioral Health Clinic |
| - Safeway | - Jackson Rancheria |
| - Walmart | - Amador Physical Therapy |
| - MACT Health Clinic | - Medical offices on Court Street |
| - The ARC | - Hair dressers |
| - Sutter Amador Women's Services | - Jackson Hills Apartments |

Others

- ATCAA Community Centers in Ione, Upcountry and Camanche
- Josie's Place (Ione)
- Sutter Health Clinic in Plymouth

Out of County

- | | |
|----------------------------|--------------------------------------|
| - VA Hospital (Sacramento) | - Kaiser in Elk Grove and Sacramento |
| - UC Davis Cancer Center | - Western Dental |

EXISTING COORDINATION OF SERVICES

Coordination efforts are underway and continuing in Amador County. The public transit operator, AT, is also the CTSA for the region. The ACTC SSTAC meets monthly to discuss transportation issues for elderly, disabled, and low income. Meetings are productive and provide an excellent format for coordination. In addition to assisting AT passengers with trip planning and other services, the AT Mobility Manager is in close contact with a wide variety of human service agencies. Specifically, AT has coordinated with different human service agencies and other regional entities in the area in the following ways:

- ◆ AT contracts with Sacramento Regional Transit to provide commuter public transit service between Jackson, Rancho Murieta, and downtown Sacramento.
- ◆ AT coordinates with Calaveras Transit to offer timed transfer connections in Jackson.
- ◆ AT coordinates with the Arc, Community Compass and other agencies to provide transportation to/from the day program from consumers' homes.
- ◆ The Amador Senior Center, Amador Stars, ATCAA and Common Ground Senior Services refer clients to AT services.
- ◆ Multiple agencies purchase AT bus passes for their clients.

POTENTIAL COORDINATION OPPORTUNITIES

As demonstrated in the transportation provider inventory table in Appendix B, multiple agencies have some type of a vehicle available to transport passengers to medical appointments or other needs. In most cases these vehicles cannot be shared with other agencies. However, Common Ground Senior Services indicated that their Meals on Wheels vehicle is used only intermittently and could be borrowed by other agencies. Human service agencies interviewed did express an interest in jointly purchasing a vehicle with other agencies.

The AT General Manager has been successful in obtaining various FTA grants. As such, the Manager has offered to assist other agencies with grant preparation. AT staff has also indicated the possibility of assisting other agencies with vehicle maintenance through some type of contract arrangement.

MAJOR BARRIERS TO COORDINATION

Despite good intentions, there are multiple factors which limit the various transportation providers' ability to coordinate resources and trips. Major barriers to coordination were discussed at the Coordinated Planning Workshop and relayed through the human service agency survey:

1. In some cases, combining trips for multiple agency clients poses challenges. Clients of some County departments, such as Behavioral Health or Social Services, may require a certain degree of confidentiality or level of discreteness.

2. Perhaps one of the greatest limits to coordination efforts is that many members of the transit dependent population require a high level of “hands on” assistance throughout the duration of the trip. Common Ground Senior Services is an example. Coordination efficiency is limited if door to door transportation is required, particularly for longer trips to/from the Upcountry or Camanche area.
3. As shown in Appendix B, multiple human service agencies have small vehicles available to transport passengers to appointments or other critical needs. Typically, vehicle insurance or agency/county rules prohibit the use of these vehicles by other agencies. The use of these vehicles for client transportation purposes is also limited by staff time available. During the survey process, multiple agencies stated that they would provide more transportation if there were dedicated staff to do so.
4. The existing AT bus schedule is a barrier for some clients who require transportation to/from afterschool activities or out of county appointments in one day. With the current level of funding, it is not feasible for AT to increase the number of roundtrips between Jackson and the outlying communities. Therefore, many Upcountry residents find the current bus schedule to be a barrier to using public transit.
5. Although small, the fare for using public transit services can dissuade travel by seniors living on a fixed income.
6. Some human service agencies are aware of the grant opportunities available to purchase vehicles for the purpose of transporting elderly and disabled clients. However, the regulations and reporting requirements attached to FTA funding vehicles and the lack of staff time to apply for a grant is a barrier to coordinating transportation.

The greatest barrier to coordination for all rural counties is lack of funding. There is simply not enough money available to meet all transportation needs for the target population, particularly in light of the dispersed development pattern and long travel distance in Amador County. As such, the various human service agencies piece meal together trips for the most critical needs.

DUPLICATION OF SERVICES

The primary goal of coordination is to maximize limited transportation resources by eliminating duplication of the same type of transportation services. Examples of duplication of services may include:

- ◆ Multiple agency vans providing transportation along the same route at the same time.
- ◆ Multiple volunteer driver programs which, if combined, could maximize the use of volunteers as well as administrative staff time.
- ◆ Vehicles which lay idle for a good portion of the week.
- ◆ Multiple contracts for vehicle maintenance. Through economies of scale, several agencies could potentially obtain a lower rate for maintenance.

- ◆ Eligibility requirements for program services sometimes result in duplication of services. For example, grant funding for senior services may only be used to transport seniors even if the van stops near a “non-senior” activity center.

There is not significant duplication of services in Amador County. For the most part, human service agencies refer transit dependent clients to AT when possible, and only provide transportation to/from destinations outside the public transit service area and hours. A potential duplication of services is the lack of coordination for vehicle maintenance. Per the human agency surveys, most agencies operate normal passenger vehicles which are brought to a local mechanic for maintenance as required. There appears to currently be no vehicle maintenance coordination. As noted above, the purchase of a shared vehicle for multiple agencies through FTA grant funding could eliminate the need for the use of some of the agency vehicles and staff time.

GAPS IN SERVICE

The gaps in service identified as part of this coordinated planning study are the same as those which have been identified as part of transit planning efforts over the past five years. As with all rural counties, Amador County is plagued with the problem of how to connect transit dependent residents living in remote outlying areas to services in the larger communities. Whether it is due to a lower cost of living or a higher quality of life, there will always be a part of the transit dependent population who live far from the goods and services they require. Unfortunately, it is not anticipated that the level of public transit funding will increase to a point where AT can provide more frequent and convenient public transit service to and from all of these areas. Below is a discussion of specific transportation needs for the target population in Amador County.

Unmet Needs

The Transportation Development Act requires that the RTPA establish an appropriate citizen participation process including at least one public hearing represented by the SSTAC to hear the transit needs of the transit disadvantaged population. The following outlines some of the unmet needs for older adults, low income and individuals with disabilities which have been discussed at recent unmet needs workshops/meetings.

- ◆ Need for transportation to/from outlying areas, such as Camanche and Volcano, to enable persons to attend rehabilitation programs through the County Probation Department.
- ◆ Additional Jackson-Sutter Creek Shuttles to close gaps in service and improve connectivity to other routes including Sacramento.
- ◆ Additional Lone and Upcountry Runs, in order to reduce wait time of up to six hours between runs and increase connectivity to other routes. This is more cost effective than expanding DAR.
- ◆ Expand Dial-A-Ride to Lone to provide ADA paratransit service to Lone residents.
- ◆ Service to River Pines 1 – 2 days per week (recently implemented).

- ◆ Add two Sacramento runs to increase use by non-commuters for medical appointments and visitors to county. This would also increase connectivity to other routes and Calaveras Transit services.
- ◆ Saturday Service, to allow transit dependent residents to schedule weekend appointments, to go shopping and get to events.
- ◆ Evening Service, to increase service availability for workers with non-traditional hours and for after-school activities.
- ◆ An “Ambassador Program” in which volunteers are trained and coordinated to ride the bus with prospective new transit riders.
- ◆ Lodi Service to provide out-of-county transit service for dialysis and cancer treatment, as well as connections to Stockton and adjacent cities.
- ◆ Volunteer Driver Program, as an alternative method of expanding transportation service for seniors and disabled.
- ◆ Pine Grove – Pioneer Circular Hopper, to increase mobility within Upcountry and connect to Jackson and Transit Center.
- ◆ Improve connections with Calaveras Transit
- ◆ Improve connectivity for Plymouth residents

Stakeholder Responses

As part of this process an in depth survey was distributed to a variety of human service agencies including both those who provide their own transportation and those who purchase bus passes for clients. Results of the surveys provide a good overview of current gaps in public transportation service to meet the needs of human service agency clients and are summarized in Appendix C. All agencies surveyed were also invited to a Transportation Workshop on September 17th. Notes from the workshop are also included in Appendix A. The discussion below outlines important transportation needs for the target population as identified by stakeholders.

Weekend/Evening Service – This is a significant gap in service particularly for low income or developmentally disabled employees who have graveyard shifts or other non-traditional hours. The fact that there is no public transit service in the evening limits this sector of the population’s ability to work even if they are willing and able. Later afternoon public transit service would also address the needs for school children requiring transportation home from after-school sports/activities. Additionally, there is a need for transportation to/from afternoon social service appointments.

Increase Connections to Calaveras County – The Sierra Nevada foothill counties are similar in characteristics and as such some human service agencies provide services for multiple counties. In the case of the ATCAA Housing Division, some clients require transportation to and from Calaveras County in one day.

More Service to the MACT Clinic at the Jackson Rancheria – The MACT Health Clinic, which is operated independently of the Rancheria, is only served by DAR. Neither services, Jackson Rancheria transportation nor AT fixed routes stop at the clinic. The clinic provides valuable medical and dental services for low-income individuals.

Fixed Route Service to/from the Jackson Rancheria – The Jackson Rancheria operates minimal transportation within the Rancheria property but AT fixed routes do not travel on to the property. Coordination with the Jackson Rancheria will be necessary to eliminate this gap in transportation service.

More Service to Outlying Areas (Pioneer, Pine Grove, Volcano, Camanche, Shake Ridge, Ione) - This is an important need which has been identified by multiple agencies. Table 1 demonstrated that a relatively high number of elderly residents live in the Upcountry area. Additionally, the ATCAA Camanche Lake Community Center is not served by public transit. Residents who live in outlying communities only infrequently served by public transit find the bus inconvenient and often become discouraged from using AT, particularly if it requires a full day outing. Some more frail residents may find a full day trip for shopping or the doctor too difficult to undertake. A more frequent and convenient schedule would encourage residents to keep important appointments as well as provide a greater outlet to the community for older residents.

Demand Response Service to Outlying Areas — In addition to more frequent fixed route service, there are many residents living Upcountry who require more specialized transportation service such as curb to curb DAR or door to door more personalized service. The Sutter Health Clinic in Pioneer recently closed, thereby requiring more trips to Jackson or Plymouth for medical needs.

Out of County Medical Transportation — Dialysis, cancer treatments, many dental services, and veterans' medical services are not available in Amador County. Lodi, Stockton and El Dorado County were identified in survey results and transportation workshop discussions as common out-of-county medical destinations. Many children require specialized medical attention in Sacramento. Additionally, the Social Security Office in Amador County recently closed; therefore residents must travel to Placerville in El Dorado County for services.

Replace Agency Vehicles — Agencies have identified interruptions in service due to vehicle breakdowns.

Additional Vehicles — There are not enough vehicles to meet all needs. Not all human service agency vehicles are wheelchair accessible.

Continued Mobility Management and Outreach — Seniors need reassurance that DAR will get them to their appointment on time **and** that they will have a ride home.

The final step in the coordinated planning process is to develop strategies to address the gaps in service and transportation needs identified in the previous chapters. The following coordinated strategies are based on the original coordinated strategies set forth in the 2008 Coordinated Plan, updated based on public input and current conditions to ensure that they meet current transportation needs for low income, older adults, and residents with disabilities. Although initially drafted by the consultant, these strategies were developed in close coordination with the SSTAC, human service agencies, AT, and community members.

These coordinated strategies are intended to provide general guidance to the ACTC, AT, human service agencies and other local officials. The primary goal of this document is to provide background information and demonstrate the need for transportation services that can be used for the purpose of securing grant funding and ensuring that it will be well used to address the specific needs of the region. Detailed cost or ridership estimates are not provided, as it is intended these specifics will be finalized at a later stage in the development of transportation services. The coordinated strategies are intentionally broad, in order to allow for flexibility for implementation, as needs and funding sources may change over time. These strategies are designed to maximize current community financial and other resources as well as potential outside funding sources.

EVALUATION CRITERIA

Prior to prioritizing the coordinated strategies, each strategy was evaluated by the consultant and the SSTAC according to evaluation criteria developed through the previous coordinated planning effort. Three separate evaluation criteria were set forth and strategies were ranked in the following priority categories, according to how well each one met the evaluation criteria:

- ◆ High Priority — Meets all or most of the criteria
- ◆ Medium Priority — Meets some of the criteria
- ◆ Low Priority — Meets few or none of the criteria

CRITERIA 1: COORDINATION

How would the strategy build upon existing services? The strategy should:

- ◆ Avoid duplication and promote coordination of services and programs
- ◆ Allow for and encourage participation of local human service and transportation stakeholders

CRITERIA 2: MEETS DOCUMENTED NEED

How well does the strategy address transportation gaps or barriers identified through the Coordinated Public Transit Human Services Transportation Plan? The strategy should:

- ◆ 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., low-income, elderly, persons with disabilities)
- ◆ Provide a level of service not currently provided with existing resources
- ◆ Preserve and protect existing services

CRITERIA 3: FEASIBILITY OF IMPLEMENTATION

How likely is the strategy to be successfully implemented? The strategy should:

- ◆ Be eligible for MAP-21 or other grant funding
- ◆ Result in efficient use of available resources
- ◆ Have a potential project sponsor or individual champion with the operational capacity to carry out the strategy
- ◆ Have the potential to be sustained beyond the grant period

COORDINATED STRATEGIES

High Priority

Establish a coordinated volunteer driver program.

Volunteer driver programs can be useful in serving rural areas where budgets will not allow all areas to be served, or demand is so low and infrequent that regular service is not warranted. A coordinated volunteer driver program would address many of the service gaps identified in earlier sections of this plan.

Although priority should be given for medical purposes, a coordinated volunteer driver program in Amador County should be open to all trip types in order to accommodate the variety of transportation needs identified. Rider eligibility could be determined based on need and limited to elderly, low income and disabled. Volunteers could use their own vehicle and be reimbursed for mileage at the IRS rate or drive the shared agency vehicle purchased through the FTA 5310 program. Passenger donations could be requested to cover a portion of the fuel costs. A coordinated volunteer driver program will be particularly beneficial for increasing transportation options/frequency to the outlying communities in Upcountry, Ione, and Camanche.

A coordinated volunteer program would require one human service agency to act as the administrator. The administrator would be responsible for processing trip reimbursements and coordinating trips between various human service agencies, when possible. For a less labor intensive model of the program, passengers would be responsible for choosing their own volunteer drivers. In a more “hands on” model, the program administrator would be responsible for recruiting, training, and screening of the volunteers. The program administrator should attempt to expand on the base of volunteers already established through other volunteer programs. One challenge associated with volunteer driver programs is insurance. Typically, if the volunteer uses his/her personal vehicle, the volunteer’s liability insurance is used. If the shared agency vehicle is used, the volunteer should be covered under the policy for the shared vehicle. Time spent on program administration will vary depending on the number of trips provided but it is estimated that at a minimum 5-10 hours a week of agency staff time would be

required. Given the cost of existing agency transportation programs, at least \$10,000 in funds should be available for volunteer driver reimbursement.

There are multiple examples of volunteer programs in rural foothill counties. Gold Country Telecare in Nevada County has been using volunteers to provide transportation for over 30 years. There are also existing internet resources available to assist with volunteer recruitment and matching such as www.volunteermatch.org.

Provide sufficient resources for mobility management activities.

Mobility management can be defined as the promotion, enhancement, and facilitation of access to transportation services, including the integration of services for individuals with disabilities, older adults, and low-income individuals. The underlying idea is to provide a travel method specific to the individual's needs as opposed to the transportation mode which is appropriate and cost efficient. In other words a "one stop shop" for transportation needs. Typically, the CTSA takes the lead in terms of mobility management. Potential mobility management activities in Amador County include mobility training, marketing, and administration of coordinated strategy programs such as the volunteer driver program. All these efforts take staff time in the form of a Mobility Manager position which focuses on coordination activities and implementation of the coordination strategies in this plan. Therefore, it is an important part of coordination efforts to preserve and continue the Mobility Manager position at AT.

The CTSA should proactively work to provide an open line of communication between the transit operator, tribal entities and all human service agencies to allow for coordination of assets and operating funds between all transportation providers.

During the coordinated planning process, all agencies as well as the transit operator indicated that there is limited staff time available to pursue coordination opportunities beyond what is required for daily operations. As an example, some agencies were unaware of vehicles that other agencies may have available for use. Although the SSTAC meets monthly, agencies in Amador County could benefit from more frequent communication regarding coordination specifically. There appears to be a need for AT as the CTSA to regularly contact interested coordinating agencies, maintain and update the transportation provider inventory and act as a resource for agencies when their transportation needs increase or change. Additionally, many agencies are unfamiliar with FTA grant writing and would greatly benefit by assistance from the CTSA.

Purchase vehicle(s) through FTA 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program which could be shared among human service agencies to meet identified transportation needs and gaps for elderly and disabled residents.

The human service agency survey responses identified the need for the availability of one or more vans to multiple agencies for the purpose of transporting clients to medical appointments, social services and other support services outside the service area/hours of AT. As an example, ATCAA Community Centers are located in remote areas such as Upcountry, Camanche, and Lone, where minimal or no public transit service is available. The centers cater to all members of the community, including residents with disabilities and seniors. Survey results and stakeholder input showed that several agencies would be willing to share one vehicle which is

purchased through FTA grant funding for the purpose of connecting clients to important appointments and services. Most of the smaller passenger vehicles currently owned by the county or other agencies cannot be shared with other agencies. As AT uses all LTF funds and vehicles available, it is not likely that AT could meet all the transportation demand identified in this coordinated planning process. Additionally many seniors require door to door service which cannot be provided by regular public transit. Therefore, purchasing an additional vehicle to be shared by more than one human service agency would not be a duplication of services.

Procuring, operating and maintaining the vehicle will require coordination. AT staff has volunteered to write the grant to fund the purchase. Once funding has been secured, one agency should be designated as the administrator of the vehicle. This agency would track hours and miles on the vehicle. Other agencies would need to reserve the vehicle in advance with the administrator. AT would provide vehicle maintenance for the joint agencies for an "at cost" fee.

The bulk of the funding for this strategy would come from the FTA 5310 Enhanced Mobility for Seniors and Individuals with Disabilities. Funding for vehicle maintenance and administration of the vehicle could be derived from pooled funds from the various human service agencies.

Work with the Jackson Rancheria tribal management to develop transportation options to serve community members, the MACT Health and Dental Clinic, and other transit activity centers.

AT fixed routes do not currently serve the Jackson Rancheria or the independently operated MACT Health and Dental Clinic. AT DAR will pick up/drop off of the MACT Clinic upon request. The Rancheria includes a Casino and hotel and as such is the largest employer in the county. The Jackson Rancheria operates an on-call transportation service with some fixed stops for guests between the RV Park, General Store and the Casino. The Rancheria service does not directly serve the MACT Health Clinic, although the clinic is located on Rancheria property. Multiple human service agencies have indicated that their clients require transportation to the MACT Clinic which offers medical services to low income residents and is the only dental clinic in the county.

Expansion of coordinated transit service between Jackson and the Rancheria would be eligible for FTA funding, including competitive grants through the Public Transportation on Indian Reservations section of the 5311 program as it would serve low income, residents with disabilities as well as tribal residents. Before expansion of service can be implemented, there must be close coordination between the Jackson Rancheria and AT. AT staff has volunteered to assist the Rancheria with applying for Public Transportation on Indian Reservations funds and/or other FTA grant funding. Coordination between the two entities will greatly increase the funding options available.

One potential option for service includes extending the Upcountry route from SR 88 north on Dalton Road to reach the Rancheria and MACT Clinic, at least on selected runs. Another option would be for AT to meet Jackson Rancheria services at the General Store. A more detailed analysis of how to better serve the Rancheria will be explored in the Transit Development Plan.

Continue and expand mobility training program for seniors, residents with disabilities and commuters to foster regular transit use.

Mobility training has been proven to be a cost effective method of enhancing mobility for a wide range of transit users. This is one of the focuses of the AT Mobility Manager position. Working in coordination with human service agencies, the Mobility Manager provides trip planning services and travel training for prospective public transit users. In times of limited funding, encouraging more transit dependent residents to use fixed route or other public transit services decreases the need for separate smaller agency vans. Seniors in particular could benefit from mobility training. Some agencies indicated that seniors continue to be mistrustful of the reliability and convenience of public transit services. This demonstrates a continued need for mobility training.

Expand out-of-county transportation for medical and social service appointments.

One of the most common problems for rural counties is transporting transit dependent residents to specialized medical and social service appointments only available in urban areas. Dialysis and cancer treatments are good examples. Many medical providers for the low-income population are located in urban areas. According to survey and stakeholder input, Sacramento, Lodi, and Cameron Park in El Dorado County are the most common out-of-county medical destinations, although transportation should not be limited to these areas. Additionally, the closest VA Clinic is located in Stockton and the closest VA Hospital is Mather in Sacramento. Providing non-emergency medical transportation not only improves mobility and health of the target population but is likely to reduce future costs of emergency room visits for residents who may not otherwise have transportation to an important preventative appointment.

Currently there are no official Medicaid transportation providers in Amador County which could assist with this need. Other rural counties, such as El Dorado County operate non-emergency medical transportation one or two days a week to urban areas. This type of service would be eligible for funding through the Mobility for Seniors and Individuals with Disabilities program and would be a good candidate for an extension of the volunteer driver program. Some medical and social service transportation needs to Sacramento will be addresses as part of an alternative in the Transit Development Plan to increase intercity service between Sutter Creek and Sacramento.

Medium Priority

Expand AT Dial-A-Ride/paratransit services in outlying communities Ione

Ione has repeatedly been the request for additional transit service through this process and other public forums. Ione is the location of a major employer, Mule Creek State Prison as well as residence for elderly and low income individuals. The Ione fixed route only operates three daily round trips but connects the transit dependent population to services in Jackson. Many of these residents require more specialized transportation service such as curb to curb DAR.

Expand AT Dial-A-Ride/paratransit services in the Upcountry area.

Throughout the coordinated planning process, agencies have indicated that many clients in the Upcountry region are unable to use the fixed route system or live outside of the three quarter mile paratransit deviation radius of the fixed route. Currently, the AT Upcountry route generally

follows SR 88 from Jackson to Amador Station. Many residents, such as those in the community of Volcano, live greater than three-quarters of a mile from the state highway. Elderly or disabled residents are unable to walk to the fixed route nor are family members able to drive them. As the Sutter Health Clinic in Pioneer recently closed, Upcountry residents require transportation to the clinic in Plymouth.

One potential solution is to expand the AT paratransit service area to include more of the outlying residents. Another option would be to operate a curb to curb Dial-A-Ride service connecting Upcountry and Jackson and Lone to Jackson. Daily DAR service would be quite costly given the longer distances to Jackson so service could be operated one or two days a week to the Upcountry area and one or two days a week to the Lone region.

Provide weekend and/or later afternoon/evening public transit service on AT.

This strategy remains to be one of the most requested improvements to public transit service in all input forums. The last stop on the Upcountry, Lone, and Plymouth routes are somewhere between 3:30 and 5:00 PM. Fixed route public transit service during the 6:00 PM hour and on weekends will benefit the target population in the following ways:

- ◆ Provide transportation to jobs for residents with disabilities who do not have traditional 8:00 AM to 5:00 PM working hours.
- ◆ Provide a higher quality of life for otherwise homebound seniors as they could go to church, shopping or other weekend community activities.
- ◆ Allow children from low-income families to attend after school programs

As this strategy will benefit a wide variety of transit dependent residents, both 5310 and 5311 funds could be applied for to partially support later and weekend service. The most efficient way to provide weekend and later service would be by expanding the service hours of the AT fixed routes. It is not likely that there will be sufficient demand for late night service or Sunday service. Weekend and later service will be explored as a financially unconstrained alternative in the TDP update.

Provision of coordinated contract maintenance and other transit related training.

AT vehicle maintenance staff is very familiar with the unique maintenance issues of transit vehicles, wheelchair lifts, etc. and would be able to provide routine preventative maintenance or repairs more efficiently than a local mechanic. AT has indicated that there is sufficient staffing available at this time to assist agencies with vehicle maintenance.

Survey responses indicated that most human service agencies use standard passenger vehicles for transportation and employ a local mechanic to provide any repairs. In the interest of efficiency and coordination, it may be advantageous for several agencies to enter into a contract with one mechanic for vehicle maintenance and repairs. A consortium of agencies interested in joint maintenance could solicit bids for a reduced hourly rate for group maintenance services.

Most agencies do not own vehicles which require more training than the standard driver's license. If a shared agency vehicle is purchased, AT staff should provide wheelchair lift training to agencies and volunteers.

Improve mobility and connectivity for residents and services in Plymouth

This has been a need identified as part of the unmet needs process. The AT Plymouth route operates only two daily round trips four days a week. In addition to increasing public transit service to the area, mobility could be expanded through the volunteer driver program. Additionally Sutter Health operates a Health Clinic in Plymouth which is accessed by Upcountry residents. Therefore providing service to Plymouth is equally as important.

Continue to conduct outreach and marketing to transit dependent residents for social service transportation options.

The previous Coordinated Plan identified a need for increased communication with consumers regarding transportation services. Over the past five years, AT has significantly improved marketing efforts and developed a greater awareness and trust for public transit. It is important to continue these efforts particularly if new social service transportation programs are implemented. As the CTSA, AT should market the new volunteer driver program to agencies and the community.

Upcountry Hopper

This is a need identified through the unmet transit needs process. Mobility for Upcountry residents would be improved by local transit service within the Upcountry area, in addition to transportation to Jackson. The service should serve major activity centers such as the Payless Market, Sutter Amador Health Center, Upcountry Community Center, and the Country Store in Volcano as well as have timed connections to the AT Upcountry route. A reasonable operating plan for this low population area would be service one day a week in the morning and afternoon hours.

IMPLEMENTATION PLAN

The final requirement for a Coordinated Plan is to develop:

Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities identified.

A variety of funding sources which could be used to finance the Coordinated Strategies are identified in Chapter 1. Section FTA 5310 grants are competitive and therefore more challenging to obtain. FTA 5311 and TDA funds are recurring; however these sources are already being used to finance existing public transit services. Table 5 and 6 present the prioritized coordinated strategies along with a ballpark range of estimated costs and general implementation period for the five year time frame.

Table 5: Amador County High Priority Coordinated Strategies

Coordinated Strategy	Lead Agency/ Champion	Implementation Period	Estimated Costs	Potential Funding Sources
Coordinated Volunteer Driver Program	CTSA	FY 2014-15	\$10,000	FTA 5310, TDA, Agency
Provide for Mobility Management	AT	FY 2014-15	\$30,000	FTA 5310, 5311
Improve communications between transportation providers, tribal entities, and Human Service Agencies	CTSA	FY 2014-15	Minimal	FTA 5310, 5311, TDA
Purchase vehicles to be shared among human service agencies	CTSA	FY 2014-15	\$50,000	FTA 5310
Coordinate with the Jackson Rancheria to better serve community members and the MACT Clinic	CTSA	FY 2014-15	Minimal	TDA, FTA 5310
Mobility training for seniors, persons with disabilities and commuters	AT	FY 2014-15	\$3,000	TDA, FTA 5310
Expand Non-Emergency Medical Transportation	AT	FY 2016-17	\$5,000 - \$15,000	FTA 5310, 5311, TDA

Table 6: Amador County Medium Priority Coordinated Strategies

Coordinated Strategy	Lead Agency/ Champion	Implementation Period	Estimated Costs	Potential Funding Sources
Expand DAR/Paratransit in lone	AT	FY 2017-18	\$25,00 - \$40,000	FTA 5310
Expand DAR/Paratransit Upcountry	AT	FY 2017-18	\$30,000 - \$60,000	FTA 5310
Weekend and evening service	AT	FY 2018-19	\$100,000 - \$20,000	FTA 5310, 5311, TDA
Provision of coordinated contract maintenance and training	AT	FY 2018-19	\$10,000	FTA 5310, 5311, TDA
Improve mobility for Plymouth residents	AT	FY 2018-19	Unknown	FTA 5310, 5311, TDA
Continue outreach and marketing to transit dependent residents	CTSA	continuous	Varies	FTA 5310, 5311, TDA
Upcountry Hopper	AT	FY 2018-19	\$30,000 - \$60,000	FTA 5310, 5311, TDA

A crucial component to implementing these strategies is to have a “champion”. For the majority of the strategies the lead agency/champion will be the CTSA for Amador County which is AT. The champion will be the leader for the strategy and see it through from beginning to end.

Overall, the coordinated strategies are intended to spur creative use of existing resources and cost effective procurement of additional resources to best meet mobility needs of older adults, low income individuals and persons with disabilities in Amador County.