
COORDINATED PUBLIC TRANSIT – HUMAN
SERVICES TRANSPORTATION PLAN

SISKIYOU COUNTY

Final Draft Plan

January 28, 2015

Acknowledgement

The Business Forecasting Center would like to thank Melissa Cummins and De Rodriguez for their invaluable assistance and input throughout this planning process.

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GLOSSARY OF ACRONYMS

- ACS – American Community Survey
- ADA – Americans with Disabilities Act
- ADHC – Adult Day Health Care
- AoA – Administration on Aging
- Caltrans – California Department of Transportation
- CalWORKs – California Work Opportunity and Responsibility to Kids
- CDBG – Community Development Block Grants
- CSBG – Community Services Block Grant
- CTC – California Transportation Commission
- CTC – County Transportation Commissions
- CTSA – Consolidated Transportation Service Agency
- DOT – Department of Transportation
- FTA – Federal Transit Administration
- HCBS – Home and Community-Based Services
- HRA – Human Resource Agency
- IEP – Individualized Education Program
- JARC – Job Access and Reverse Commute
- LTC – Local Transportation Commissions
- LTF – Local Transportation Funds
- MAP-21 - Moving Ahead for Progress in the 21st Century
- MPO – Metropolitan Planning Organization
- MSA – Metropolitan Statistical Area
- OAA – Older American Act
- Paratransit – Paratransit is specialized door-to-door transport for people with disabilities who are unable to ride fixed route public transportation.
- PSA – Planning and Service Area
- PTA – Public Transportation Account
- RTC – Regional Transit Committee
- RTPA – Regional Transportation Planning Agency
- RTPA – Regional Transportation Planning Agency
- SABG – Substance Abuse Prevention-Treatment Block Grant
- SAFETEA-LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
- SCHSD – Siskiyou County Human Services Department
- Section 5310 – Elderly Individuals and Individuals with Disabilities
- Section 5317 – New Freedom
- SGR – State of Good Repair
- SHA – State Highway Account
- SSBG – Social Services Block Grant
- SSTAC – Social Services Transportation Advisory Council
- STAGE – Siskiyou Transit and General Express
- STF – State Transportation Funds
- STIP – State Transportation Involvement Program
- TANF – Temporary Assistance for Needy Families
- TDA – Transportation Development
- TE – Transportation Enhancements
- OAA Title III – Support and Access Services
- OAA Title VI – Grants to American Indian Tribes
- VA – Veterans Administration
- YMCA – Young Men’s Christian Association

1. INTRODUCTION

PURPOSE OF THE PLAN

This document is an update to the 2008 Coordinated Public Transit–Human Services Transportation Plan for Siskiyou County. Coordinated transportation is essential to keep people linked to social networks, employment, healthcare, education, social services, and recreation. Having access to reliable transportation can present a challenge to vulnerable populations, such as seniors, people with disabilities, and low income individuals. For these groups, a coordinated transportation plan is necessary to improve access, efficiency, and promote independence.¹

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

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

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

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

¹ Language taken from *2004 Executive Order: Human Service Transportation Coordination*. Issued by George W. Bush, February 24, 2004. <http://georgewbush-whitehouse.archives.gov/news/releases/2004/02/20040224-9.html>

transportation plan. Moving Ahead for Progress in the 21st Century (MAP-21), which replaced SAFETEA-LU, was signed into law on July 6, 2012; it is the nation’s key surface transportation program. Under MAP-21, only funds under the expanded Elderly Individuals and Individuals with Disabilities (Section 5310) program are subject to the coordinated-planning requirement.²

This plan is intended to meet the coordinated-planning requirement as well as to provide the Siskiyou County Local Transportation Commission and its partners a “blueprint” for implementing a range of strategies intended to promote and advance local efforts to improve transportation for persons with disabilities, older adults, and persons with low incomes. This plan will be adopted by the Siskiyou County Local Transportation Commission so that all transportation providers within Siskiyou County who are eligible for FTA Section 5310 funding can apply for those funds.

UPDATE APPROACH

Updating the coordinated plan consisted of the following tasks:

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

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

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

² MAP-21 consolidated Section 5310 & Section 5317 programs into a single expanded Elderly and Disabled (Sec. 5310) program. MAP-21 also consolidated the Section 5311 & Section 5316 programs, but currently there is not a coordinated-planning requirement for the expanded Formula Grants for Other than Urbanized Areas (Sec. 5311) program.

³ U.S. Department of Transportation, FTA. Circular: FTA C 9070.1G “*Enhanced Mobility of Seniors and Individuals and Individuals with Disabilities Program Guidance and Application Instructions*.” Page V-2. June 6, 2014.
http://www.fta.dot.gov/documents/C9070_1G_FINAL_circular.pdf

Assessment of the targeted populations' transportation needs begins with a demographic profile in Section 2. Existing transportation services are reviewed in Section 3, where key public and private transit providers as well as health and social service transit and interregional transportation providers are identified. Another requirement of a Coordinated Plan update includes an assessment of progress since the previous plan. That assessment is conducted in Sections 4 and 5 where progress with regard to coordination of services and the priority strategies identified in the 2008 plan are examined in turn.

The Coordinated Plan's assessment of transportation needs concludes in Section 6 with a discussion of service gaps and unmet transportation needs. Strategies, activities, and/or projects to address identified gaps between current services and needs are then examined in Section 7. These required components of the Coordinated Plan make some elements of these sections very broad and others very specific. In addition, as Section 5310 funding now requires any potential future project or strategy to be identified and included within the plan, these sections include discussions of both public transit and social service transportation providers because neither party can completely fulfil the needs for all people within the county. Lastly, Section 8 identifies and prioritizes implementation plans for the high priority projects and strategies identified in the preceding sections.

OUTREACH

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

- Presentation and discussion at the Siskiyou County Local Transportation Commission meeting on October 7, 2014 at 6:00pm at the County Courthouse in Yreka.
- Public and stakeholder workshop on October 8, 2014 at 10am at the Mt. Shasta Community Center in Mt. Shasta City.
- Online surveys on surveymonkey.com: one for stakeholders and one for the general public.
- Toll-free phone in number to make arrangements to do survey over the phone or request a hard copy of a survey to be mailed.
- Hard copy of survey emailed to agencies to distribute to their community/clients.
- Hard copies of public survey distributed at public meetings with postage paid envelopes.
- Solicited written comments through email or mail.

The consultants and contacts from STAGE and the Siskiyou County Local Transportation Commission employed different techniques to advertise opportunities for engagement. Emails were sent to county agencies and non-profit organizations, an announcement was placed in the *Siskiyou Daily News* newspaper, flyers were distributed to different people and agencies, and flyers were posted

⁴ Stakeholders in this report refers to agency staff for social services, transit providers, elected officials, and other individuals who work in transportation and/or with individuals with disabilities, seniors, and low income people.

in various locations, such as county buses, county offices, and post offices. A copy of the flyers and survey data are presented in Appendix A.

MAP-21

MAP-21, which is authorized to be funded through May 2015, is a policy driven approach that focuses on transforming the framework of grant programs by consolidating certain programs and repealing others. What MAP-21 means for FTA grantees:

- Consolidated transit programs for improved efficiency
- Targeted funding increased, particularly for improving the state of good repair (SGR)
- New reporting requirements
- Required performance measures for state of good repair (SGR), planning, and safety

MAP-21 has retained many, but not all, of the coordinated planning provisions of SAFETEA-LU. For example, MAP-21 eliminated the New Freedom program as a stand-alone program and incorporated it along with the existing Section 5310 program into a new consolidated program under Section 5310 called the “Enhanced Mobility of Seniors and Individuals with Disabilities,” which provides a mix of capital and operating funding for projects. While MAP-21 eliminated JARC as a stand-alone program, funding for JARC types of activities is available under FTA’s urban (Section 5307) and rural (Section 5311) formula programs.

The remainder of this section provides an overview of the transportation funding environment. This overview is not an exhaustive discussion on transportation funding in Siskiyou County, but it is an initial effort to develop a comprehensive list of potential transportation funding sources. Appendix B lists some of the funding sources discussed in this narrative along with additional funding sources for transportation and transit services. It is important to note that funding requirements and the competitive nature of receiving funds constrain the county’s ability access a number of these funding sources.

FUNDING FOR PUBLIC TRANSPORTATION IN RURAL CALIFORNIA

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

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

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

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

FEDERAL FUNDING SOURCES

FTA SECTION 5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM⁵

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

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

Eligible Projects:

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

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

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

Statewide Funding Formula:

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

Funding:

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

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

FTA SECTION 5311 FORMULA GRANT FOR RURAL AREAS⁷

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

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

⁶ “FY Apportionment Tables.” U.S. Department of Transportation-Federal Transit Administration. http://www.fta.dot.gov/12853_14875.html

⁷ Language and information from this section was taken from the 2013 Coordinated Plan Update for Humboldt County and the Federal Transit Administration website (http://www.fta.dot.gov/grants/13093_3555.html)

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

Eligible projects under 5311 are as follows:

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

The funds are formula based:

- Rural Formulas:
 - 83.15% of funds apportioned based on land area and population in rural areas.
 - 16.85% of funds apportioned on land area, revenue-vehicle miles, and low-income individuals in rural areas.
- Tribal Programs:
 - \$5 million discretionary tribal program.
 - \$25 million tribal formula program for tribes providing transportation.
 - Formula factors are vehicle revenue miles and number of low-income individuals residing on tribal lands.

Eligible Recipients:

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

TOLL CREDIT FUNDS IN LIEU OF NON-FEDERAL MATCH FUNDS⁸

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

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

NON-TRADITIONAL TRANSPORTATION PROGRAM FUNDING

TRANSPORTATION ALTERNATIVES PROGRAM

Prior to MAP-21, apportionments of Transportation Enhancements (TE)⁹ were included in the State Transportation Improvement Program (STIP) for each region. MAP-21 replaced TE with the Transportation Alternatives Program (TAP), which is funded at 2% of the total of all MAP-21 programs with set asides. TAP projects must be related to surface transportation, but are intended to be enhancements that go beyond the normal transportation project functions. Eligible activities include Transportation Alternatives; recreational trails program; safe routes to schools program; and planning, designing, or constructing roadways within the right-of-way of former interstate routes or other divided highways. In September 2013, California legislation created the Active Transportation Program (ATP). The ATP consolidates existing federal and state programs, including TAP, Bicycle Transportation Account, and Safe Routes to School into a single program with a focus to make California a national leader in active transportation.¹⁰

STATE FUNDING SOURCES

TRANSPORTATION DEVELOPMENT ACT (TDA)¹¹

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

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

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

⁹ MAP-21 replaced TE with the Transportation Alternatives Program (TAP).

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

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

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

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

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)¹³

Since 2006, the California Transportation Commission (CTC) has designated STIP into three categories: 1) highway projects, 2) rail and transit projects, and 3) enhancement projects. These projects are funded from federal Transportation Enhancement (TE) funds. However, due to the elimination of the TE Program in MAP-21, the CTC now classifies those projects as bicycle and pedestrian projects. Rail and transit projects, which were primarily allocated with the Public Transportation Account (PTA) funding, are now severely limited and will remain so in the future. In order to remain in the STIP, rail and transit projects now need to be eligible for State Highway Account (SHA) or federal funds. Under law, county shares are based on the total of STIP funding estimated from all sources.

SOCIAL SERVICES FUNDING SOURCES¹⁴

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

OLDER AMERICANS ACT (OAA)

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

REGIONAL CENTERS

Regional Centers are nonprofit private corporations that contract with the Department of Developmental Services to provide or coordinate services and support for individuals with developmental disabilities. They have offices throughout California to provide a local resource to help find and access the many services available to individuals and their families. There are 21 regional centers with more than 40 offices located throughout the state. Regional Centers provide a number of support services, including transportation services. Transportation services are provided so persons

¹³ Language and information from this section was taken from the 2014 Report of STIP Balance County and Interregional Shares

¹⁴ Language and information on social service funding was found through various government documents (i.e. Health and Human Services), information from key contacts, AARP, the 2008 Coordinated Plan, and other internet sources.

with a developmental disability may participate in programs and/or other activities identified in their Individual Program Plan (IPP). A variety of sources may be used to provide transportation through public transit; specialized transportation companies; day programs and/or residential vendors; and family members, friends, and others. Transportation services may include help in boarding and exiting a vehicle as well as assistance and monitoring while being transported.

MEDI-CAL

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

TITLE XX SOCIAL SERVICES BLOCK GRANT (SSBG) (DEPARTMENT OF SOCIAL SERVICES)¹⁵

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

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

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

CONSOLIDATED HEALTH CENTER PROGRAM (BUREAU OF PRIMARY HEALTH CARE)

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

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

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

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

the purchase and operation of vehicles to transport patients to and from appointments. Additionally, funds can be used to reimburse those able to transport themselves. There is no matching requirement.

SUBSTANCE ABUSE PREVENTION & TREATMENT BLOCK GRANT

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

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

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

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

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

HEAD START (ADMINISTRATION FOR CHILDREN AND FAMILIES)

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

TEMPORARY ASSISTANCE TO NEEDY FAMILIES (TANF)/CALWORKS

CalWORKs is also referred to as TANF, which is the name of the federal program that funds CalWORKs. Recipients are required to participate in activities that assist them in obtaining

¹⁶ “Fact Sheet: Substance Abuse Prevention and Treatment Block Grant.”
http://beta.samhsa.gov/sites/default/files/sabg_fact_sheet_rev.pdf

employment. Supportive services such as transportation and childcare are provided to enable recipients to participate in these activities. State and federally recognized Native American tribes as well as those families eligible as defined in the TANF state plan can receive this funding.

COMMUNITY DEVELOPMENT BLOCK GRANTS (CDBG)¹⁷

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

The annual CDBG appropriation is allocated between States and local jurisdictions called “non-entitlement” and “entitlement” communities respectively. Entitlement communities are comprised of central cities of Metropolitan Statistical Areas (MSAs); metropolitan cities with populations of at least 50,000; and qualified urban counties with a population of 200,000 or more (excluding the populations of entitlement cities). States distribute CDBG funds to non-entitlement localities not qualified as entitlement communities.

OTHER SOURCES

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

PRIVATE AND NON-PROFIT FOUNDATIONS

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

SERVICE CLUBS AND FRATERNAL ORGANIZATIONS

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

AB 2766 VEHICLE AIR POLLUTION FEES

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

TRAFFIC MITIGATION FEES

Traffic mitigation fees are one-time charges on new developments to pay for required public facilities and to mitigate impacts created by or reasonably related to development. There are a number of

¹⁷ “Community Development Block Grant Program-CDBG.” U.S. Department of Housing and Urban Development. http://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/communitydevelopment/programs

approaches to charging developers; these fees must be clearly related to the costs incurred as a result of the development with a rational connection between fee and development type. Furthermore, fees cannot be used to correct existing problems or pay for improvements needed for existing development. A county may only levy such fees in the unincorporated area over which it has jurisdiction, while a city must levy fees within the city limits. Any fee program must have the cooperation of all jurisdictions affected.

ADVERTISING

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

CONTRACT REVENUES

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

EMPLOYER AND MEMBER TRANSPORTATION PROGRAMS

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

IN-KIND

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

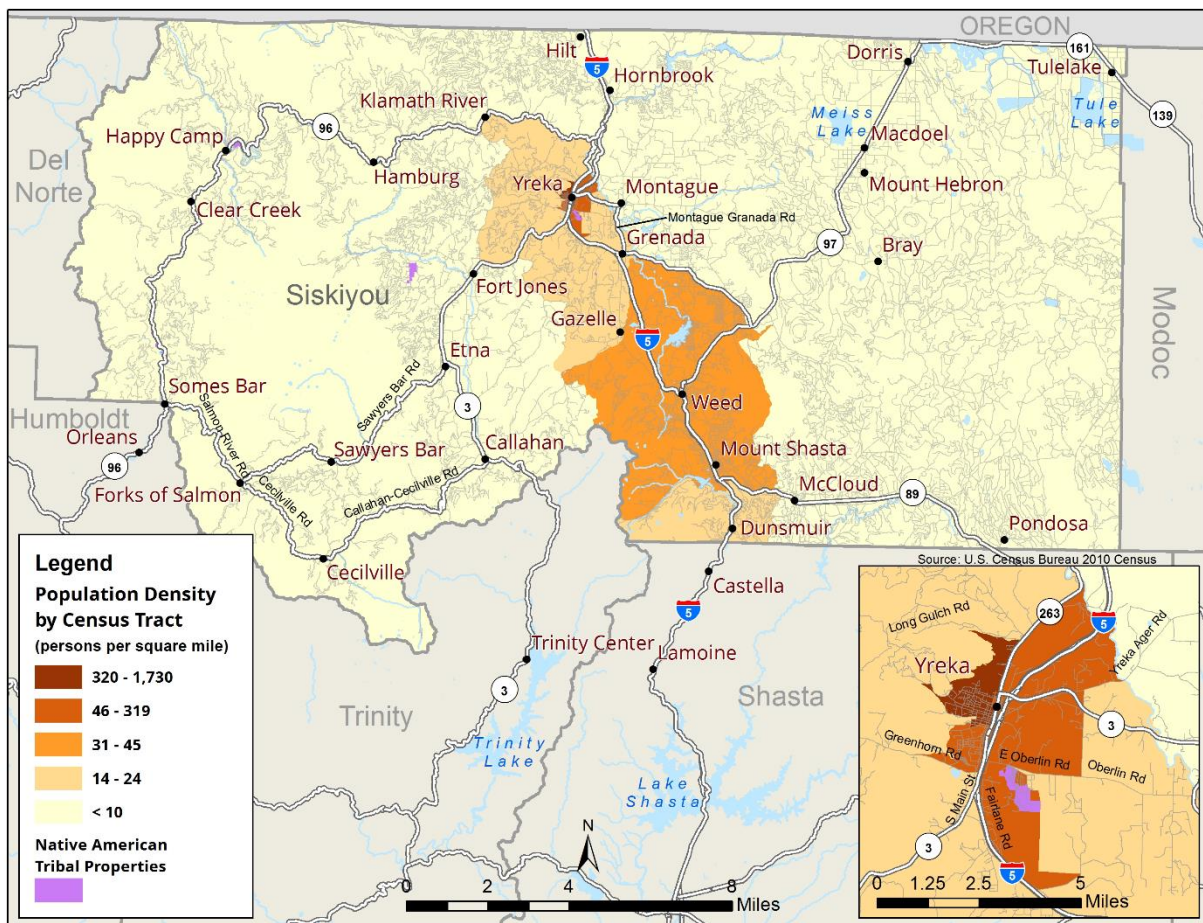
2. DEMOGRAPHIC PROFILE

DESCRIPTION AND DEMOGRAPHIC SUMMARY¹⁸

Siskiyou County is located on the northern border of California, neighboring Oregon to the north and Del Norte and Modoc Counties to the west and east, respectively. Approximately 62% of the land is managed by federal and state agencies.

The county spans 6,287 square miles with a population density of 7.1 people per square mile. It is the fifth largest county in California by area, but it ranks 44 out of 58 counties in population size. Several mountain ranges also meet within the borders of the county, creating additional transportation challenges. Figure 1 below presents the population density along with major transportation infrastructure.

FIGURE 1-SISKIYOU COUNTY POPULATION DENSITY AND MAJOR TRANSPORTATION INFRASTRUCTURE



Source: Pacific BFC

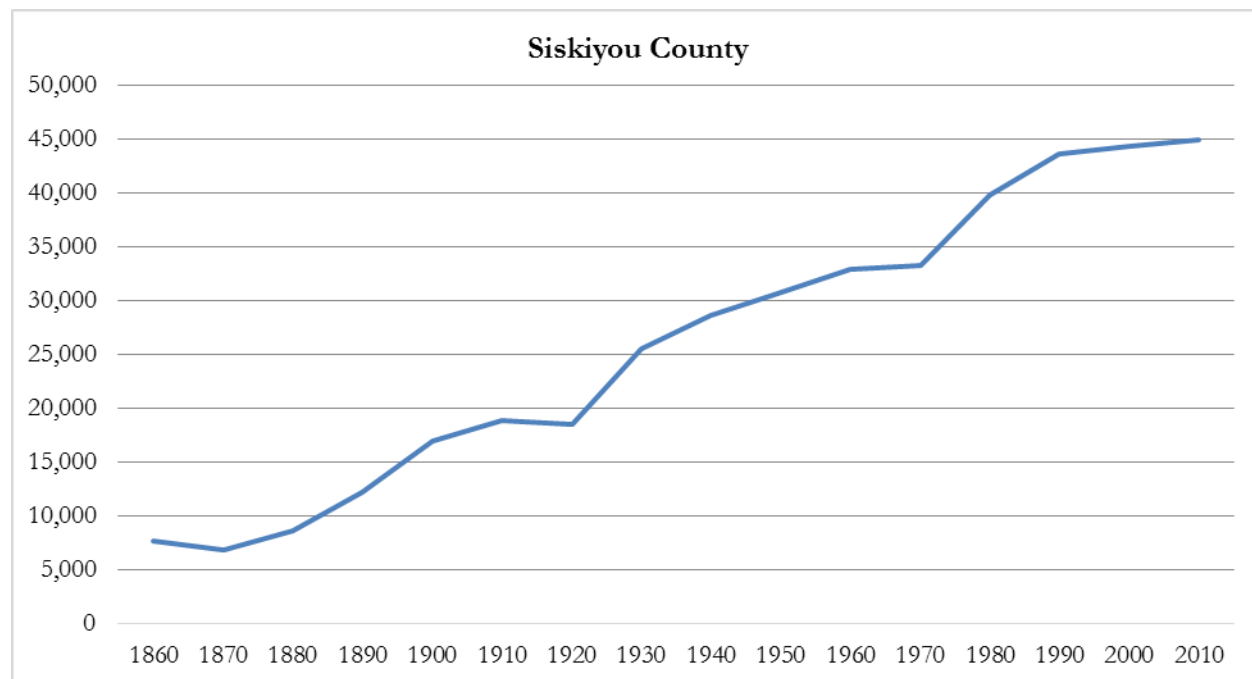
¹⁸ The language and information for this section was taken from Siskiyou County’s 2008 Coordinated Public Transit-Human Services Transportation Plan

COUNTY DATA

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

Yreka is the County seat and the largest of the nine cities in the county, which had an estimated population of 44,503 as of the 2013 American Community Survey. Figure 2 below shows the population of Siskiyou County from 1860 through 2010.

FIGURE 2-POPULATION OF SISKIYOU COUNTY 1860-2010



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

The population of Siskiyou County has grown steadily since 1870, increasing almost seven-fold during that time period. The only exceptions to this steady growth have come in 1920 and 1970, when there were slight declines in the population.

Table 2 below provides some population characteristics, including details of the three key demographic groups of greatest concern for this report: seniors, individuals with disabilities and individuals with low incomes. For comparison, the total population and percent of the three demographic groups is also presented for California and the United States as a whole. These estimates are from the U.S. Census Bureau’s American Community Survey 2013 5-year estimates. The tables show that the elderly, those with disabilities and those with incomes below the federal poverty level make up a much larger percentage of the population in Siskiyou County than in California and the United States.

LOW-INCOME RESIDENTS

According to the American Community Survey (ACS) 2013 5-Year data, an estimated 9,216 low-income persons reside in Siskiyou County, representing approximately 21.0% of the local population. The concentration of those below the poverty level was highest in Yreka, with 29.8% of the population below the federal poverty level.

TABLE 1-BASIC POPULATION CHARACTERISTICS

Area	Total Population	% of state population	% persons aged 65+	%persons w/ disability	% poverty level
United States	311,536,594	-	13.4%	12.1%	15.4%
California	37,659,181	-	11.8%	10.1%	15.9%
Siskiyou	44,503	0.12%	20.6%	19.1%	21.0%

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

PEOPLE WITH DISABILITIES

According to the 2013 ACS¹⁹, 19.1% of the non-institutionalized population of Siskiyou County has a disability, which is higher than both California’s population, and the population of the United States (see Table 1). The top three disability issues for those disabled between the ages of 5 and 17 are cognitive, self-care and ambulatory difficulty. For those 18 to 64 the top three disability issues are cognitive, ambulatory and independent living difficulty. For those 65 and older, the top three disability issues are ambulatory, hearing and independent living difficulty.

OLDER ADULTS

According to the American Community Survey, 11.8% of Californians are aged 65 or older, which is lower than the national average of 13.4%. A rate of 20.6% older adults in Siskiyou County is significantly higher than both the state and national averages.

Table 2 shows how the older adult population in Siskiyou County is changing. Table 2, which is from California’s Demographic Research Unit, shows the total number of older adults (65 and older) in 2010 along with projections for every decade through 2060. As in the case nationwide, the population in Siskiyou County is aging. In 2010, 19.5% of Siskiyou County’s population was aged 65 or older (20.6% in 2013). Between 2010 and 2060, the number of people 65 and older overall is expected to reach approximately 32.5% of the county. According to the U.S. Census Bureau’s American Community Survey’s 2013 5-year estimate data, 39.1% of the population in Siskiyou County that is 65 and older has a disability.

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

TABLE 2-POPULATION PROJECTIONS FOR PERSONS AGED 65 AND OVER

Age Group	2010	2020	2030	2040	2050	2060	Population Change 2010-2060
Under 65	36,124	34,076	34,205	36,967	36,448	35,532	-2%
65-74 (Young Retirees)	4,977	7,534	7,238	6,243	7,380	7,690	55%
75-84 (Young Retirees)	2,654	3,543	5,604	5,531	4,885	6,026	127%
85 or more years (Seniors)	1,138	1,216	1,837	3,113	3,417	3,397	199%
Subtotal: Population 65+	8,769	12,293	14,678	14,887	15,682	17,113	95%
% older adults, Given County	19.53%	26.51%	30.03%	28.71%	30.08%	32.51%	

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

Note: Data for this table was obtained from the California Department of Finance which calculates populations differently than the Census Bureau.

3. EXISTING TRANSPORTATION RESOURCES

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

PUBLIC TRANSIT OPERATORS

SISKIYOU TRANSIT AND GENERAL EXPRESS (STAGE)

STAGE is the public transportation provider in Siskiyou County. It operates Monday through Friday except for 12 county holidays including Christmas, Thanksgiving and Independence Day. STAGE operates as an intercity fixed route, and a flag down service. This means that at some stops passengers can wave down the bus driver to let the driver know they would like to ride the bus. This is only done at stops where it is safe for the bus to pull over and stop without impairing traffic. Some other stops are done on an on-call basis, where passengers must call the STAGE office to schedule a pick-up.

All STAGE buses are equipped with a wheelchair lift, or ramp to serve the needs of the disabled within Siskiyou County. Bicycle racks are also available from March through November.

STAGE service is provided to nine destinations via six service corridors. These corridors are: North and South County (Routes 1, 2 and 3), Scott Valley and North County (Route 4), Orleans, Happy Camp and Yreka (Route 5) and Lake Shastina to Mt. Shasta (Route 6) which also serves the City of Dunsmuir. Schedules for these routes can be found on the STAGE website.²⁰

The South County corridor runs south from Yreka and serves Grenada, Weed, and Mt. Shasta along with some trips to Dunsmuir and McCloud. This route also provides limited service to Gazelle along Route 99. The North County corridor services the areas between Yreka and Montague east along Highway 3. The Hornbrook corridor serves areas north of Yreka towards the Oregon border, ending in Hornbrook. The Scott Valley corridor runs west along Highway 3 and links Yreka, Montague and Hornbrook with Fort Jones, Greenview and Etna. The Happy Camp corridor serves destinations along Highway 96. This includes the communities of Yreka, Klamath River, Horse Creek, Hamburg, Seiad Valley and Happy Camp (this route only operates one trip Monday, Wednesday and Friday). The last corridor runs from Lake Shastina along A29, Highway 97 and I-5. Appendix C presents maps for all STAGE routes.

Fares vary by distance traveled and were last updated in August of 2011. Fares for regular one way trips range from \$1.75 to \$10.00. Fares for discounted one way trips range from \$1.25 to \$7.25. Weekly passes for commuters can be purchased for \$30.00, but exclude the route to Happy Camp.

Table 4 below presents statistics on the performance and ridership of STAGE since the release of the 2008 Coordinated Plan.

²⁰ STAGE website is located here: <http://www.co.siskiyou.ca.us/content/transportation-division-stage>

TABLE 3-PERFORMANCE AND RIDERSHIP STATISTICS FOR STAGE

Statistic	FY 08/09	FY 09/10	FY 10/11	FY 11/12
Days of Operation	302	302	302	302
Total Passengers	102,071	105,688	109,434	113,312
Total Fares	\$259,261	\$282,188	\$292,188	\$317,273
Vehicle Hours	18,196	18,651	19,117	19,595
Vehicle Miles	491,000	504,000	516,000	529,000
Passengers/Vehicle Hour	5.61	5.67	5.72	5.78
Passengers/Vehicle Mile	0.21	0.21	0.21	0.21
Farebox Recovery	23.18%	24.44%	24.55%	25.87%
Cost/Vehicle Hour	\$61.64	\$61.90	\$62.27	\$62.59

Source: 2010 Siskiyou County Regional Transportation Plan

EVAN’S TRANSPORTATION

Evan’s Transportation is the public school bus operator in Siskiyou County. Evan’s Transportation provides five bus routes for the Yreka Union High School District, one bus route for the Montague Elementary School District and one bus route for the Seiad Elementary School District. Evan’s Transportation also owns four buses that can be chartered for school field trips.

Evan’s Transportation became the public school bus operator for Siskiyou County when it purchased the previous operator, Dole Transportation. Services have continued to run in the same manor since the acquisition.

PRIVATE TRANSIT PROVIDERS

SHASTA SHUTTLE

Shasta Shuttle offers a variety of transportation services, both locally and interregionally. Shasta Shuttle will pick up passengers from the Amtrak station in Dunsmuir as well as pick up passengers from the airports in Redding, Sacramento and Medford. Once passengers arrive in the Mount Shasta area, Shasta Shuttle acts like a taxi service, taking the passengers anywhere they wish to go.

Prices vary by destination and the number of total passengers, not just passengers in your group. Reservations for airport shuttle trips should be made 15 days in advance, while local taxi service reservations should be made two days in advance. Table 4 below presents Shasta Shuttle fares.

TABLE 4-SHASTA SHUTTLE PER PERSON PASSENGER FARES

Passengers	Redding to Shasta City	Medford to Shasta City	San Francisco/Oakland to Shasta City	Sacramento to Shasta City	Reno/Lake Tahoe to Shasta City
1 Passenger	\$140.00	\$180.00	\$486.00	\$362.00	\$372.00
2 Passengers	\$80.00	\$100.00	\$253.00	\$186.00	\$196.00
3 Passengers	\$60.00	\$73.00	\$175.00	\$134.00	\$137.00
4 Passengers	\$50.00	\$60.00	\$125.00	\$100.00	\$100.00
5+ Passengers	\$44.00	\$50.00	\$100.00	\$85.00	\$85.00

Source: Shasta Shuttle website located here: <http://www.shastashuttle.com/>

Private taxi service is available for short, long and “ultra-long” distances. The fare for short distances is \$5.00 plus \$2.50 per mile thereafter. For long distances (greater than 20 miles) fares are \$5.00 plus \$2.00 per mile thereafter, and for ultra-long distances (greater than 125 miles) fares are \$5.00 plus \$1.70 per mile thereafter. Additional passengers cost \$5.00 for short distances and \$20.00 for long and ultra-long.

SOCIAL SERVICE TRANSIT PROVIDERS

MADRONE HOSPICE, INC.

Madrone Senior Services, through the Madrone Hospice, provides transportation to Yreka residents aged 60 and over. Transportation is provided to all kinds of activities including medical appointments, hair appointments, shopping and to the Senior Center for scheduled lunches. Service is provided Monday through Friday from 9:00 am to 3:00 pm. While the service is provided free of charge, a \$1.00 donation is suggested. A 48 hour reservation is required to utilize this service.

MT. SHASTA RECREATION AND PARKS DISTRICT

The Mount Shasta Recreation and Parks District has been the contracted service provider for the Mount Shasta Senior Nutrition Project since 1986. This program provides lunches to seniors aged 60 and older at the City Park in Mt. Shasta on Tuesdays, Wednesdays and Thursdays, and at Eagles Hall in Dunsmuir on Fridays. In-home meals are also available for those who are unable to travel. Transportation is provided for seniors to and from these lunches by reservation only and a \$1.00 donation is suggested for bus service.

While this program is free, the suggested donation is \$3.00 for those who eat at the meal locations, and \$3.50 for those who have the meals delivered to their homes. Funding for this program is provided by the Older Americans Act.

In addition to the nutrition program, the Mount Shasta Recreation and Parks District also provides exercise programs, aquatic classes and BINGO. Transportation is also provided to these events.

PSA 2 AREA ON AGENCY ON AGING

PSA 2 Area Agency on Aging receives Older American Act Title III B funds to provide transportation to senior citizens aged 60 and older. Transportation is provided to doctor and medical appointments, shopping, dining and more.

SISKIYOU COUNTY HUMAN SERVICE DEPARTMENT (SCHSD) ADULT AND CHILDREN’S SERVICES

The Siskiyou County Human Services Department, Adult and Children’s Services provides transportation through STAGE passes or gas vouchers, in some cases, to dependent and elderly adult clients who need assistance to attend medical appointments or emergency services. Department transporters are also used in certain situations.

FAR NORTHERN REGIONAL CENTER

The Far Northern Regional Center is a contract center with the California Department of Developmental Services. The center serves as a fixed point of reference for individuals and families of individuals with developmental disabilities. The mission of the center is to provide support that allows persons with developmental disabilities to live productive and valued lives as welcomed members of their communities. To this end, the center provides transportation to clients in various forms including vouchers and mileage reimbursement.

SISKIYOU OPPORTUNITY CENTER

The Siskiyou Opportunity Center promotes employment for people with developmental disabilities. They provide demand response transportation services while their clients are at the center and fixed-route transportation to access work programs through the center. Funding is received from the Far Northern Regional Center.

COLLEGE OF THE SISKIYOUS EXTENDED OPPORTUNITY PROGRAM AND SERVICES

Through the Extended Opportunity Program and Services, bus passes are available to students from groups that have been historically underrepresented in higher education. These passes are available for trips between College of the Siskiyous and a number of the surrounding towns. The purpose of the program is to assist with the cost of traveling between home and college.

SISKIYOU COUNTY HUMAN SERVICES – ADULT AND CHILDREN’S SERVICES

Siskiyou County Adult and Children’s Services transports children who are clients of the program to visits with family and medical appointments using Department transporters.

SISKIYOU COUNTY HUMAN SERVICES – CALWORKS WELFARE-TO-WORK

CalWORKs Welfare-to-Work program offers supportive services to needy families with children. These services include child care and transportation, as well as other services necessary for a successful transition from welfare to work.

MERCY MT. SHASTA MEDICAL CENTER

Mercy Mt. Shasta Medical Center offers transportation services to those who have no means of transport to Mt. Shasta Mercy Medical Center, Mt. Shasta Physical Therapy, Weed Outpatient Physical Therapy, Lake Shastina Community Clinic, Dignity Health Pine Street Clinic, Mercy Regional Cancer Center, or a physician on the hospital’s active medical staff. This service is provided at no cost to the patient and is operated by volunteer drivers.

This service is available Monday through Friday from 8:00 am to 3:00 pm and appointments must be made at least one week in advance. Appointments are made on a first-come first-served basis. Reservations can be made by calling the transportation system coordinator between 10:00 am and 1:00 pm Monday through Friday. This service is available to all residents of Siskiyou County.

SISKIYOU COUNTY VETERAN’S SERVICES

Siskiyou County Veteran’s Services arranges transportation for eligible veterans to appointments at VA Medical Centers outside of Siskiyou County. Specifically, they offer routes to Redding, Martinez, Palo Alto, White City, Portland, Oregon as well as Reno, Nevada. In addition, gas vouchers and bus tickets are available for eligible veterans.

SISKIYOU COUNTY’S BEHAVIORAL HEALTH

Siskiyou County’s Behavioral Health program transports people with mental illness to and from programs all over the county and state.

FAIRCHILD MEDICAL CENTER

Fairchild Medical Center operates a volunteer patient transport van that can take patients to and from their medical appointments at the Fairchild Medical Center Clinic, or main hospital.

COMMUNITY RESOURCE CENTERS

Community Resource Centers are non-profit organizations independently established within Dunsmuir, Happy Camp, McCloud, Montague, Mt. Shasta, Scott Valley, Tulelake, Weed and Yreka. Each offers a variety of human service programs, with special emphasis on children and families. Demand response transportation services are provided, but this service is available for emergency use and last resort only – when STAGE is not running.

INTERREGIONAL TRANSIT

GREYHOUND

Greyhound operates a bus stop in Weed. The station is open intermittently Monday through Saturday from 5:45 am to 10:30 pm. In addition to this stop, there are bus routes that travel through Siskiyou County, but do not have scheduled stops.

AMTRAK

Amtrak has a train station in Dunsmuir on its north-south route between California and Oregon. This stop includes a station building with a waiting room and is the northern most train station in California.

4. COORDINATION OF SERVICES

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

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

CTSA's present riders with a range of mobility options by coordinating transportation providers and human and social service agencies. The coordination with multiple providers enables CTSA's to increase the availability and cost-effectiveness of specialized transportation services, attempt to prevent service duplication, and improve the quality and utilization of services. CTSA's also work to increase public awareness of specialized transportation options.²¹

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

While most rural counties have a designated CTSA, many CTSA's do not have the capacity to fully carry out tasks associated with coordination. This is often the result of lack of resources which can include staff, time, money and more.

The CTSA for Siskiyou County is the Siskiyou County Board of Supervisors.

SUMMARY OF COORDINATION ISSUES RAISED IN THE 2008 PLAN

BARRIERS TO COORDINATION

The following barriers to coordination were identified by the 2008 Coordinated Plan:

- **Funding Restrictions:** Funding restrictions include both restricted use of funds by either statute, or institutional policy and lack of funds due to budget constraints. Various organizations reported usage restrictions on their vehicles, limiting them to only transport their primary clientele. Multiple organizations reported concerns that new service efforts would put too much strain on already constrained budgets.

²¹ Language and information from this section was taken from the 2013 Coordinated Plan Update for the SF Bay Area

- **Politics:** Beginning the coordination effort when there are already multiple entities providing the same service (see Duplication of Services below) necessitates the ending of some programs. This can be hard to do from a political standpoint because of the jobs created by these duplicate positions as well as the lobbying power levied by the organizations themselves.
- **Lack of Available Funds:** Coordination efforts take planning, which requires available funding. Tight budgets do not allow for much deviation from current levels, or types of services provided. Attempts at coordination fall under the category of additional services and therefore cannot always be attempted.

DUPLICATION OF SERVICES

There are overlaps in services provided by STAGE, organizations that serve people with developmental disabilities and senior service providers. All of these providers operate services in the same area while trying to provide services to the same groups of people. For example, the Siskiyou Opportunity Center provides trips for its clients to the rest area outside of Hornbrook, while STAGE provides daily trips to Hornbrook. Additionally, multiple organizations have vehicles that are not in use for portions of the day because their clients utilize other forms of transportation that are available. Lesser duplication can be seen in the interregional transportation provided.

CONTEMPORARY [2014] COORDINATION ISSUES

SUCCESSES/PROGRESS IN COORDINATION

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

- **Funding Restrictions:** This remains a barrier to coordination in Siskiyou County.
- **Politics:** The incentives for politicians remain the same as they were in 2008. Until this changes, political will is insufficient to effectively tackle coordination issues. This remains a barrier to coordination in Siskiyou County.
- **Lack of Available Funds:** Since 2008 budgets have been increasingly tightened. Because of this, lack of available funds remains a substantial obstacle to the coordination of services in Siskiyou County.

DUPLICATION OF SERVICES

Duplication of services remains substantial. The overlaps between STAGE and other organizations are still present, although Amtrak buses no longer provide service on the same routes as STAGE.

BARRIERS TO COORDINATION IDENTIFIED BY STAKEHOLDERS AND THE PUBLIC

Many of the issues discussed from the 2008 Coordinated Plan remain barriers to the coordination of services and must be addressed. Three other barriers to coordination were found through discussions with Siskiyou County staff, stakeholders and the public. These are summarized below.

- **Geography:** Benefits from coordination are significantly lessened in a region the size of Siskiyou County. This, coupled with the low population density, makes it very difficult to find

sizable populations attempting to reach the same destination. Because of this the geography of the county is a major barrier to coordination.

- **Lack of Knowledge:** Both the public and organizations that provide transportation services have limited knowledge about what services are provided by other entities. Many members of the public do not have knowledge regarding all the services provided by STAGE and many organizations, including STAGE, do not know all services provided by other agencies. This knowledge gap makes coordination very difficult.
- **Conflicting Priorities:** It becomes very difficult to coordinate services when each organization attempting to coordinate is trying to reach a different destination. For example, Siskiyou County Veterans Affairs provides transportation for medical appointments in Reno. Coordination between this service and STAGE would not be possible as service to Reno is not currently a priority for STAGE. Conflicting priorities such as these can make transportation coordination difficult.

5. PROGRESS ON THE 2008 PRIORITY STRATEGIES

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

HIGHEST RANKED STRATEGIES AND FIVE YEAR PROGRESS

SUMMARY OF HIGH PRIORITY STRATEGIES IDENTIFIED IN THE 2008 COORDINATED PLAN

The following are the 12 priority strategies that were identified in the 2008 Coordinated Plan. They are organized by planning horizon with the short term strategies presented first, middle term strategies next, and long term strategies presented last.²²

Short-Term Strategies

- **Public Education Program:** Projects that educate the public about the various available transportation services make it easy for community members to access information and help them choose the most appropriate mode of transportation for their transit needs. This public education program could include a transportation provider directory on the STAGE website as well as a directory of local, regional and interregional contacts to help Siskiyou County residents and social service transportation providers request transportation improvements. Workshop participants also agree that the bus schedule should be made easier to understand and be included as an insert in local newspapers.
- **Communication Between Policy Makers:** Projects that improve the coordination and communication between city officials, STAGE administrators and interregional transportation providers, such as Greyhound and Amtrak, could result in more transportation options for Siskiyou County residents. This could also lead to better coordination of services among transportation providers. Community members discussed the possibility of continuing the meetings of transportation providers, social service agencies, and others to keep communication open.
- **Better and More Frequent Connections Between and Within Communities:** Projects that create connections to the existing commuter service now provided by STAGE afford more options for travel planning. Workshop participants stressed the need to create a system that would not only offer connections to the commuter/intercity routes but that would also provide circulator service within communities. Workshop participants also wanted to see more frequent trips between communities to address the issues of longer layovers in towns for seniors and people with disabilities.
- **Mobility Management Center:** Projects that establish a centralized source to coordinate transportation resources can help to make the provision of transportation services more efficient for all participating providers. A mobility management center may include a central

²² Language for these strategies was paraphrased from the 2008 Siskiyou County Coordinated Plan

source for vehicle and other equipment repair, information and referral, equipment pooling, trip planning and reservations, and trip scheduling or dispatching.

Medium-Term Strategies

- **Bus Stops and Benches:** Projects that provide improved bus stops help enhance the safety and profile of the fixed-route public transit system, especially in times of harsh weather. The workshop participants agree that bus stops should be covered and should include benches to improve accessibility for seniors and people with disabilities.
- **Travel Assistants:** Projects that provide direct assistance for seniors and people with disabilities who use public transit help to make riding the bus easier and safer. The program could include incentives such as free bus passes to volunteer assistants to encourage people to participate in such a program.
- **Add Consumers to Local Transportation Commission:** Projects that involve transportation users as part of the county planning system may result in services that are more reflective of community needs. Workshop participants were interested in an option that would systematically involve public transit and social service transportation consumers in the planning process.
- **Ride Match/Carpool:** Carpooling or ride share projects, which are informal transportation arrangements that are organized by a central source, provide a lower cost travel option for accessing needed services. They may also provide more options for people to get where they need to go when public transit is not available or will otherwise not meet their needs. These projects may especially help to expand transportation options for people living in the western and northeastern areas of the county where transportation options are limited and population density is low.
- **Address Insurance/Liability Issues:** Projects to address insurance and liability issues would help reduce costs for all participating agencies as well as encourage coordination between agencies. These projects could include insurance pooling across organizations within the county or between two or more counties.
- **Grants Clearinghouse:** Projects to coordinate grant search and application services could help to reduce administrative costs across participating organizations thereby creating more transportation options as a result of any awarded grants. To the extent that grant applications are coordinated between agencies, these projects could make the applicants more likely to receive awards and reduce the cost of providing transportation services in general.

Long-Term Strategies

- **Purchase Vehicles/Other Infrastructure Needs:** Projects that improve transportation infrastructure, such as the purchase of new buses and other vehicles and the installation of left turn lanes in dangerous roadways, make transportation services safer and more reliable.
- **Subscription Service for Social Service Agencies:** Projects that allow social services agencies to establish subscription services for regular trips would reduce administrative

overhead for providers as well as make the services more reliable and easy for passengers to use.

PROGRESS ON PRIORITY STRATEGIES

The following is a discussion of progress that has been made on the 12 priority strategies listed and summarized above. Once again, the strategies are sorted by their planning horizon.

Short-Term Strategies

- **Public Education Program:** Significant progress has been made towards this goal. Outreach is conducted each year by STAGE at both Yreka Gold Rush Days and the Siskiyou Golden Fair. This is an effort to educate those that most use the bus, but have the greatest difficulty in determining the services that are available. The schedules were changed this year [2014] in an attempt to make them easier to understand.
- **Communication between Policy Makers:** Some progress has been made towards this goal. Communication has improved somewhat between the various policy makers that influence transportation services in Siskiyou County. Continued improvement of the lines of communication between city officials, STAGE administrators and interregional organizations will continue to improve transportation services.
- **Better and More Frequent Connections Between and Within Communities:** This strategy requires significant coordination between transportation providers and the surrounding counties. Because of the lack of coordination, no progress has been made on this strategy.
- **Mobility Management Center:** This strategy requires significant coordination to create a centralized mobility management center where all transportation information can be accessed. Because of the lack of coordination, no progress has been made on this strategy.

Medium-Term Strategies

- **Bus Stops and Benches:** Progress has been made on this strategy. Currently many bus stops have benches and seven bus stops have shelters. Improvements to the bus stops are ongoing and more stops will have these amenities in the future.
- **Travel Assistants:** Because travel assistants, even ones that are paid in bus passes, require additional funding, no progress has been made on this strategy due to continually restricted budgets.
- **Add Consumers to Local Transportation Commission:** No progress has been made on this strategy.
- **Ride Match/Carpool:** This is a difficult program to formally implement in an area with such low population density. That, coupled with budget constraints make a formal, and centralized program difficult to start. Because of this, no progress has been made on this strategy.

- **Address Insurance/Liability Issues:** STAGE participates in an insurance pool (Caltip). However, more organizations should begin using this example and continue to pool insurance resources.
- **Grants Clearinghouse:** Although this strategy does require coordination, this coordination has occurred. Various agencies and organizations came together to receive funding to produce a Short Range Transit Development Plan as well as security funds. However, progress towards an actual “grants clearinghouse” has been slow.

Long-Term Strategies

- **Purchase Vehicles/Other Infrastructure Needs:** Significant progress has been made towards this strategy. Since the publication of the 2008 Coordinated Plan, Siskiyou County has purchased seven new buses and is working on adding left turn lanes in dangerous locations.
- **Subscription Service for Social Service Agencies:** No progress has been made towards this strategy.

6. SERVICE GAPS AND UNMET TRANSPORTATION NEEDS

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

KEY ORIGINS AND DESTINATIONS²³

Most of the services available for Siskiyou County residents are located in Yreka, Mt. Shasta, and Redding, CA, as well as Medford, OR. Of the nine cities within Siskiyou County, Yreka is the largest, making it a key origin and destination. Mt. Shasta and Weed, as the next largest population centers, are also key origins and destinations. In addition, the northwestern portion of the county, which includes Happy Camp, is a key origin for Karuk tribal members.

Since Yreka serves as the county seat, most of the county's services are located there, making it a major travel destination. The primary shopping centers (Wal-Mart and Yreka Junction Mall) are located in Yreka and most of the residents are employed by companies or agencies operating within Yreka.

The main branch of the only college in the county, College of the Siskiyous, is located in Weed. The College also has a branch in Yreka. Opened since the adoption of the 2008 Coordinated Plan at the Yreka branch, the Rural Health Science Institute makes this branch an even more significant destination in the county than it was during the adoption of the 2008 Plan.

There are two major medical facilities available to the public. Fairchild Medical Center, located in Yreka, operates as the primary public health facility with over 30 physicians and surgeons in the area. Mercy Medical Center, located in Mt. Shasta, services residents of Mt. Shasta, Weed, Dunsmuir, McCloud and Lake Shastina. Residents not living within Yreka and Mt. Shasta must travel longer distances to receive medical attention. For specialized medical services, such as cancer treatment and kidney dialysis, residents must travel to major cities outside the county such as Redding, CA and Medford, OR.

EVALUATION CRITERIA

According to the Transportation Development Act (TDA), prior to allocating LTF funds to streets and roads, rural counties are required to hold a minimum of one public hearing to receive comments on unmet transit needs that may exist and that might be reasonable to meet. For this purpose, the Regional Planning Agency has defined both "Unmet Transit Needs" and "Needs that are Reasonable to Meet". These definitions are used by local Social Services Technical Advisory Councils in recommending transportation services to the Local Transportation Commission.

²³ Language and information from this section was taken from the 2008 Siskiyou County Coordinated Plan

- **Unmet Transit Needs:** Those public transportation services which have not been funded or implemented but have been identified through public input, including the annual unmet transit needs public hearing, transit needs studies and other methods approved by the commission. Unmet transit needs specifically include: Public transit not currently provided for persons who rely on public transit to reach employment, medical assistance, shop for food or clothing, to obtain social services such as health care, county welfare programs and educational programs; and trips requested by the transit dependent or transit disadvantaged persons, for which there is no other available means of transportation. Transit dependent or transit disadvantaged shall include, but not be limited to, the elderly, the disabled and persons of limited means.
- **Reasonable to Meet:** The definition of Reasonable to Meet is based on the requirements of the Transportation Development Act (TDA). More specifically, those public transportation services that are Reasonable to Meet are those which meet the following criteria:
 - **1)** Pursuant to the requirements of PUC Section 99401.5 (c), a determination of needs that are reasonable to meet shall not be made by comparing unmet transit needs with the need for streets and roads. The fact that an identified need cannot fully be met based on available resources shall not be the sole reason for finding that a transit need is not reasonable to meet.
 - **2)** Services which, if implemented or funded, complies with a 10% farebox recovery ratio and/or TDA section 99268 st.seq.
 - **3)** Services which, if implemented or funded, would not duplicate or replace existing services. The (SSTAC) may use the following as a determinant in the implementation of new services
 - **A)** Forecast of anticipated ridership if service is provided
 - **B)** Estimate of capital and operating costs for the provision of such services.
 - **C)** Estimate of farebox recovery ratio.
 - **4)** Services which, if implemented or funded, would not cause the responsible operator to incur expenditures in excess of the maximum amount of:
 - **A)** Local Transportation Funds and State Transit Assistance Funds which may be available for such operator to claim.
 - **B)** Federal Transportation Administration (FTA) Funds or other support for public transportation services which are committed by federal and/or state agencies by formula or tentative approval of specific grant requests.
 - **C)** Farebox and local funding in compliance with PUC Section 99268 et.seq.²⁴

Based on these definitions, the service gaps and unmet needs identified in the stakeholder engagement process are placed in two categories: needs that are reasonable to meet and needs that are unreasonable to meet. The list of unreasonable to meet transit needs includes all requests to close service gaps by residents and stakeholders that are not currently considered reasonable to meet. For example, if lack of funds in the current fiscal year is keeping a new route from being created, the route would be placed

²⁴ This text is taken from the Caltrans website accessed here:
<http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/STATE-Tda-Unmet-Def.pdf>

on the unreasonable list. There is, however, no guarantee the unreasonable needs will ever become reasonable to meet. Both the reasonable and unreasonable lists are found below in the Gaps, Challenges and Unmet Transit Needs subsection.

GAPS, CHALLENGES AND UNMET TRANSIT NEEDS

From the SSTAC meetings from recent years five unmet needs were identified. To this list is added 11 additional needs that were discovered during the public outreach and survey processes. These 16 needs were then classified as either reasonable or unreasonable to meet with input, and in consultation with Siskiyou County staff.

REASONABLE TO MEET

- **Service out of Siskiyou County:** There has been a request for service outside of Siskiyou County, especially to Shasta County and to Oregon. The possibility exists that Section 5311 (f) funds could be used to provide this service. Inquiries were made to Redding and Medford transit to research the possibility of coordinating services with those agencies. The researched service would be to Castella and Lakehead in Shasta County.
- **Evening/Weekend Service between Weed and Mt. Shasta:** While this unmet need is reasonable to meet, it was determined that demand for this service is not high enough to justify it at this time. However, research is being continually done to look at the possibility of adding service for the first Saturday of the month from South County to North County as well as the return trip. Every survey respondent listed no weekend service as a serious service gap while 50% listed later evening service as important.
- **Service to Foothill Drive in Yreka:** This new route would provide service to the apartments on Foothill drive which would allow for more residents to have easy access to STAGE services. It would also allow for service to the YMCA. This need was deemed reasonable to meet and could possibly be implemented with the new route changes that will be taking place in the near future.
- **More Education on Transit Service Provided:** Many current and potential riders of STAGE services do not know about all of the programs provided. Increasing outreach and education efforts regarding the services provided can increase ridership, both among current riders and those who have never ridden with STAGE before.
- **More Consistent Snow Removal at Bus Stops:** Many riders of STAGE has expressed concern about the amount of snow that piles up around bus stops during the winter. Some have voiced concern that the snow forces passengers to wait in the street, which is less safe. Clearing snow away from bus stops can make public transit seem more accessible and comfortable during the winter months and increase ridership.
- **Move the Bus Stop at Raley's in Yreka:** Passengers of STAGE in Yreka have expressed concern about the bus stop located at Raley's. One passenger described the location as "...an accident waiting to happen". The concern is the stop located in a narrow area with many blind spots, increasing the possibility of accidents both with vehicles and pedestrians. Moving the bus stop to a more open area can make it safer, and more likely to attract passengers.

- **Include “No Smoking” Signs at Bus Stops:** Smoking at bus stops is illegal, although people still engage in the activity. STAGE has placed no smoking signs at all bus stops in the past, however, they are continuously torn down. Constant replacement of these signs, while a nuisance and cost, is important as it makes the bus stops more appealing to potential passengers.

UNREASONABLE TO MEET

- **More Service Outside of Yreka:** There is a need for greater service outside of the Yreka area. While it makes sense that Yreka would receive the largest portion of transportation services as it is the largest city in Siskiyou County as well as the county seat, there is a need for greater levels of service in the areas surrounding Yreka.
- **Service to Eureka, Redding and Medford:** This need is related to the need for service outside of Siskiyou County. However, because it is more specific, we have listed it as an unreasonable to meet need. Service to Eureka, Redding and Medford would allow for trips to the medical facilities located in these cities, including the VA hospital in Eureka.
- **More Frequent Service:** More frequent service would attract ridership as it would decrease the waiting time for each route. More frequent service would also make connections easier as times would not need to be as exact due to the increased number of buses on each route.
- **Fewer, But More Strategically Placed Bus Stops:** Some passengers have expressed discontent about how long riding the bus takes. This is due to both the amount of time it takes to load and unload the bus, but also the number of stops. There is a need to overhaul the location of all bus stops and place fewer stops in more strategic locations that are nearer to key destinations.
- **Service to/from Mt. Shasta Ski Park:** Members of the Transportation Commission at the time of the Plan update believe this would be an inappropriate use of STAGE services. However, the possibility exists of having the Mt. Shasta Ski Park shuttle meet the STAGE bus on highway 89 where it could pick up passengers and bring them to the ski park. Staff have contacted Mt. Shasta Ski Park to see if this is possible to implement.
- **Service to/from Montague/Grenada Road:** Research is being done to see if changes to Route 6 could be implemented to meet this service request. This would enable the bus coming from Montague/Grenada Road by way of Lake Shastina to make stops in Yreka.
- **More Frequent Service to North Yreka:** This change would provide more opportunities for residents in South County to utilize Grocery Outlet and other shopping locations. However, there are currently eight buses that provide service to the north end of Yreka. Therefore, additional buses providing service to that area should not be high on the priority list.
- **Amtrak Shuttle to Sacramento:** This service has been provided in the past, but was discontinued due to low ridership that some attribute to insufficient marketing. However, some commissioners believe that if brought back and advertised properly, this could be a popular and successful program.
- **Volunteer Medical Transportation Service/Non-Emergency Medical Transportation Service:** This is a service that is currently provided by the VA. However, the main purpose is

to serve veterans and only limited access is granted to the general public. NEMT is important because it provides trips to in-county and out-of-county medical appointments for those that cannot transport themselves. Information on how to become a Medi-Cal NEMT provider can be found in Appendix D. All survey respondents listed medical trips as reasons why they use public transit.

7. IDENTIFICATION OF STRATEGIES AND EVALUATION

EVALUATION CRITERIA

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

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

Does the strategy:

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

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

Does the strategy:

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

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

Does the strategy:

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

IDENTIFICATION OF STRATEGIES

The unmet needs that were considered reasonable to meet were organized into three broad categories:

- Expanded Service
- Education/Outreach
- Bus Stops

The identification of new high priority strategies was conducted in conjunction with Siskiyou County and STAGE, both keeping these broad categories in mind, and recognizing realistic constraints such as funding restrictions, time and the availability of other resources. For this reason not all reasonable to meet unmet needs were included in the high priority strategies moving forward, but all reasonable to meet unmet needs should be considered in future transportation planning. Table 5 contains the reasonable to meet unmet needs that were considered in the identification of new high priority strategies.

TABLE 5-REASONABLE TO MEET UNMET NEEDS

Transit Need	Area	Notes
Service Out of Siskiyou County	Expanded Service	This is especially necessary to Medford and Redding
Evening/Weekend Service Between Weed and Mt. Shasta	Expanded Service	More research is needed to determine if demand is high enough to justify this type of service change
Service to Foothill Drive in Yreka	Expanded Service	Could be implemented with already planned route changes
More Education on the Transit Services Provided	Education/Outreach	Many potential users do not know what services are available
More Consistent Snow Removal at Bus Stops	Bus Stops	This will make waiting for the bus both safer and more pleasant
Move the Bus Stop at Raley's in Yreka	Bus Stops	This will make waiting for the bus both safer and more pleasant
Include "No Smoking Signs at Bus Stops	Bus Stops	This will make waiting for the bus both safer and more pleasant

HIGH PRIORITY STRATEGIES AND PROJECTS

Wherever possible, and in consultation with Siskiyou County and stakeholders, the priority strategies identified in the 2008 Coordinated Plan were retained and included in this Coordinated Plan update. Two previous high priority strategies were retained in this manner. To those two strategies, four more were identified for a total of five high priority strategies moving forward. These strategies are listed below in Table 6:

TABLE 6-2014 HIGH PRIORITY STRATEGIES

Strategy 1	Better and More Frequent Connections Between and Within Communities (Retained from the 2008 Coordinated Plan)
Strategy 2	Faster/More Efficient Service
Strategy 3	Provide Service/Connect to Services Outside of the County
Strategy 4	Maintain the Current Level of Transportation Services
Strategy 5	Increase Outreach/Education (Retained from the 2008 Coordinated Plan)
Strategy 6	Multi-Organizational Approach to Solutions

8. IMPLEMENTATION PLAN FOR HIGH PRIORITY STRATEGIES

This section provides, in much more detail, information on the six high priority strategies mentioned in the previous section. It is important to note that information presented in this section is conceptual. Any actual implementation of these strategies will require significant discussion and planning before real progress can be made.

Strategy 1 – Better and More Frequent Connections Between and Within Communities

This is one of the strategies that has been retained from the 2008 Coordinated Plan. Workshop participants in 2008 stressed that both intercity routes and local circulator routes were necessary for adequate travel between communities. There were also concerns regarding the frequency of the services provided.

While the need for improved intercity and circulator service was not as pronounced in the outreach meetings and online surveys for this Coordinated Plan update, more frequent and efficient connections were discussed. Every survey respondent listed service within the entire county as important and 33% of online survey respondents who do not currently ride transit cited a lack of adequate and frequent connections as the reason.

There have been many improvements to the connections between cities as well as circulator service since the release of the 2008 Coordinated Plan. Yreka has a very successful circulator service and connections between that circulator service in the north city and the north I-5 route are very good. The same goes for the circulator service in the south city and the south I-5 route as well as transfers to the Montague route. However, challenges arise on the other routes. The transfer from the Lake Shastina route to the southbound I-5 route requires a half an hour wait, as does the transfer from the Happy Camp route to I-5 north, Yreka north to I-5 south and Yreka south to I-5 north. The wait goes up to an hour and a half when connecting from Happy Camp to I-5 north. These connections should be reevaluated.

There are not many communities in Siskiyou County that are large enough for circulator service. Yreka, the largest city and the county seat, already has circulator service. Weed and Mt. Shasta, both with populations of approximately 3,000, could also benefit from circulator service. Adding this service should be pursued in the future.

Strategy 2 – Faster/More Efficient Service

This strategy is intimately related to Strategy 1. Where Strategy 1 addresses the issues of connections not occurring frequently enough as well as wait times between connections, this strategy addresses the length of time it takes to travel from point A to point B without transferring.

There were many comments, both from the online survey and from the outreach meetings in Siskiyou County that it takes too much time to travel from point A to point B. Every survey respondent listed faster service to their destination as important and 66% of online survey respondents who are not

current transit users cited the length of trips as a reason for not riding STAGE. Additionally, 100% of survey respondents listed trips taking too long as a gap in transportation services.

The dissatisfaction with the length of the trip is a factor of two issues. The first issue is the number of stops on a given route while the second issue is the amount of time it takes for people to enter and exit the bus. The first issue can be addressed in one of two ways. First, the number of stops can be decreased. Suggestions from the survey respondents include having fewer, more strategically placed stops instead of more stops at less frequented locations. For example, there are two stops on 4th Street in Yreka on the same route less than 4 blocks apart (0.2 miles). Eliminating one of these stops and placing the bus stop at the more frequented location, or equidistant between the two would be more efficient. The second method of addressing this issue is to have a greater number of shorter routes instead of fewer longer routes. Research would have to be conducted to determine the best way for these changes to be implemented in Siskiyou County.

The second issue is the amount of time it takes for people to enter and exit the bus. STAGE has done its best to encourage riders to enter and exit quickly. However, more needs to be done. One possibility is the creation of a “travel assistant” position. The responsibility of this position would be to assist riders that need the most help, seniors and those with disabilities, to enter and exit the bus as well as assist all riders with groceries and other packages. Another, more severe policy would entail banning carryon items that require significant time to load and unload. More research would need to be done to determine which items would need to be banned.

Strategy 3 – Provide Service/Connect to Service Outside of the County

There is a documented need for service outside of Siskiyou County. Among the many reasons mentioned were recreational trips, medical appointments (Redding and Eureka are the two closest VA clinics in California) and even for employment purposes for those residents living in the south county. One of the outreach meeting participants even brought up the need to bring witnesses in to Siskiyou County from other counties for trials.

Half of the online survey respondents listed service outside of Siskiyou County as important. This was also an important service for those that attended the public outreach meetings in Yreka and Mt. Shasta. The two most important locations for service out of the county were Medford, Oregon and Eureka, although Redding has also been brought up as an important destination and is much more reasonable a destination to provide service to than Eureka.

Service out of the county can be provided in two ways. The first is direct service by STAGE to the destination. The two most reasonable destinations for a pilot service would be Medford, Oregon and Redding in Shasta County. FTA funds should be applied for in order to start a pilot service to these cities to determine if demand is high enough to justify a permanent route.

The second way is to coordinate a meeting point with the transportation services of surrounding counties to allow riders to transfer to these other transit providers. For example STAGE could meet Rogue Valley Transportation near the Oregon border twice a day to allow transfers to Medford. This

would require more coordination than providing the service alone, but could potentially be a cheaper alternative.

Strategy 4 – Maintain the Current Level of Transportation Services

While there are certainly transportation needs of the residents of Siskiyou County that are not being met, there is a level of satisfaction with the service that is currently being provided. All survey respondents reported riding STAGE at least four times per week. This would not occur if the service did not provide adequate transportation for the needs of the community.

In this time of decreasing budgets and increasing competition for federal and local grant funding, it is important to first and foremost protect the current level of service from decreased funding. Conversations with stakeholders have shown transportation funding is very volatile with a decreasing trend. While these budget issues are not currently affecting operations, it would not be difficult for operational funds to also be put in danger. Before attempting to increase or expand service to other areas, STAGE should make sure that funds exist, for the forecasted future, to maintain the current level of services provided. This does not mean that no changes to the transit system should occur. Constant evaluation of the services being provided should be done to determine if resources are being utilized in the most efficient manner.

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

Strategy 5 – Increase Outreach/Education

This is one of the strategies that have been retained from the 2008 Coordinated Plan. Outreach and education is incredibly important to a transportation system. If the residents of an area do not know where they can go using a transit system, they will not ride that system. Even in a county as small as Siskiyou, it is difficult to educate the public on all of the transportation services provided.

Every online survey respondent listed access to transit information as important. Additionally, 33% of those that do not currently ride STAGE cited a lack of knowledge regarding services available as the reason.

Many types of outreach efforts are possible. Some examples could be television and radio ads as a way to reach a diverse audience of potential transit users. Newspaper ads could also help to attract new riders. However, the most effective way to help educate current transit users would be to visit senior centers, community centers and other groups to disseminate information regarding transportation in person. STAGE should also continue its very successful outreach efforts at Yreka Gold Rush Days and the Siskiyou Golden Fair.

Strategy 6: Multi-Organizational Approach to Solutions

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

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

SUMMARY AND NEXT STEPS

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

Grant applications for FTA Section 5310 funds are offered yearly. Caltrans must certify that projects funded through the 5310 program are included in the Coordinated Plan.

Updates to the Coordinated Plans are required every four or five years, (four years in air quality nonattainment and maintenance areas and five years in air quality attainment areas).

APPENDIX A: PUBLIC OUTREACH MATERIAL

FIGURE 3-SISKIYOU COUNTY PUBLIC OUTREACH FLYER

Do you have unmet Transit Needs?

Voice your opinion!

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

Where **Tuesday, October 7th, 2014**
6:00 PM

Board of Supervisors Chambers,
County Courthouse: 311 4th Street,
Yreka CA 96097

Wednesday, October 8th, 2014

10:00am

629 Alder Street, Mount Shasta, CA
96067

What

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

Please contact Melissa Cummins at 530-842-8295 or mcummins@co.siskiyou.ca.us a few days in advance if you need assistance getting to the workshop, will need language interpretation, and/or other assistance during the meeting

Can't Make It?



Email Comments
coordplan14@pacific.edu

Online Survey
Give input online through our survey:
www.surveymonkey.com/s/siskiyoucp14



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

TOLL FREE NUMBER
844-462-9040

All Comments due:
10/24/2014

Coordinated Public Transit-Human Services Transportation Plan
Public Survey: Siskiyou County
4 Respondents

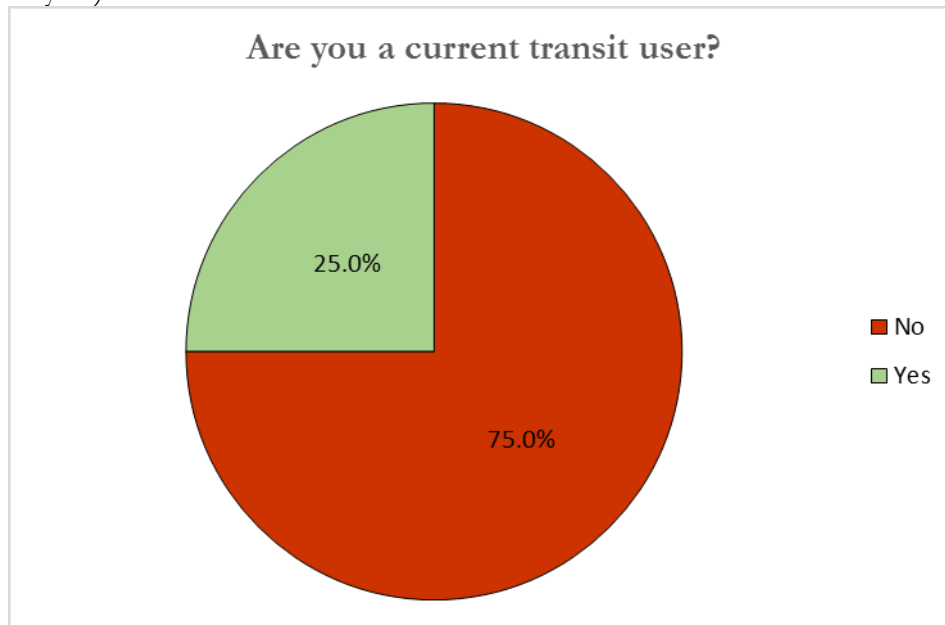
Location and Transit Use

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

Zip Code	Location	Count	%
96080	Red Bluff, Ca	1	25.0%
96057	McCloud, Ca	1	25.0%
96097	Yreka, Ca	1	25.0%
96067	Mt Shasta, Ca	1	25.0%

4 Responses

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



4 Responses (Yes 1, No 3)

Reasons for Not Using Transit

3. Why aren't you currently a transit user? Check all that apply.

Answer Options	Count	%
Own my own car	3	100.0%
I don't feel safe	0	0.0%
Don't know the routes/where it goes	1	33.3%
Too expensive	0	0.0%
Unreliable service(s)	0	0.0%
No transportation service where I live	0	0.0%
Doesn't go where I need to go	0	0.0%
Physical disabilities/mobility issues make it hard	0	0.0%
Doesn't run often enough	1	33.3%
Takes too long	2	66.7%
Other (please specify)	1	33.3%

Note: Categories overlap. Individuals can choose not to take public transit for more than one reason.

Comments from Other:

- Departure and arrival times don't meet my needs
- 3 Responses

4. What factors would make you become a transit user? (Then, go to question 9)

Summarized qualitative answers into themes/categories:

- **No Alternative:** due to snow conditions
- **More Frequent Services:** earlier arrival/departure, bus has too many stop making the trips last longer,

3 Responses

Transit Use Patterns

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

Answer Options	Percent	Count
I don't use transit services in my county but use them elsewhere	100.0%	1
Public bus/van service (flex/fixed route)	0.0%	0
Dial-a-Ride (DAR)	0.0%	0
Private (i.e. taxi)	0.0%	0
Non-profit (i.e. health clinic, church, senior center van/bus)	0.0%	0
Other (please specify)	0.0%	0

1 Response

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

Answer Options	Response Percent	Count
4 or more times a week	100.0%	1
A few times a year	0.0%	0
Once a month	0.0%	0
2-3 times a month	0.0%	0
Once a week	0.0%	0
2-3 times a week	0.0%	0
Other (please specify)	0.0%	0

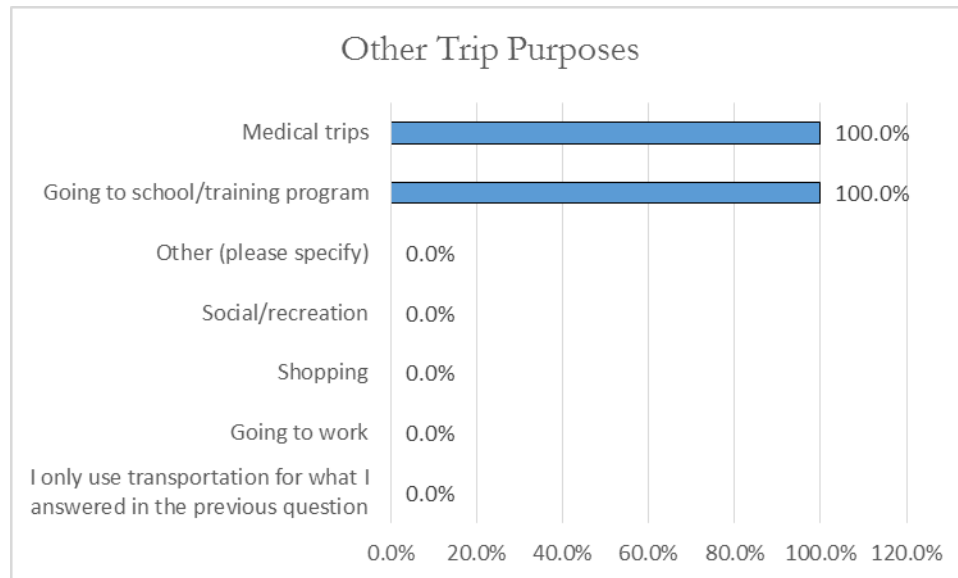
1 Response

Trip Purpose

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

0 Responses

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



1 Response

Transit Improvement

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

Answer Options	Not Important	Somewhat Unimportant	Neither important or unimportant	Somewhat Important	Very Important	Rating Average	Response Count
<i>Service to major cities</i>	0	1	0	0	2	4.00	3
<i>Service between different counties</i>	0	1	0	0	1	3.50	2
<i>Service area within my county</i>	0	0	0	1	2	4.67	3
<i>More frequent service</i>	0	0	0	0	3	5.00	3
<i>Later evening service</i>	0	0	1	0	1	4.00	2
<i>Earlier trips in the morning</i>	0	0	0	1	1	4.50	2
<i>Weekend service</i>	0	0	0	1	2	4.67	3
<i>On-time performance</i>	0	0	0	0	2	5.00	2
<i>Access to transit information</i>	0	0	0	1	1	4.50	2
<i>Faster Service to my destination</i>	0	0	0	0	2	5.00	2

3 Responses

10. Are there any gaps in transportation service that make it difficult or impossible for you to access your destination? If so, please explain

Weekend Services, Takes too long

1 Responses

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

Shorter Routes, Weekend Services

1 Response

Background Information

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

Status	%	Count
Employed	75.0%	3
Unemployed	25.0%	1
Retired	25.0%	1
Other (please specify)	25.0%	1
Student	0.0%	0
Homemaker	0.0%	0

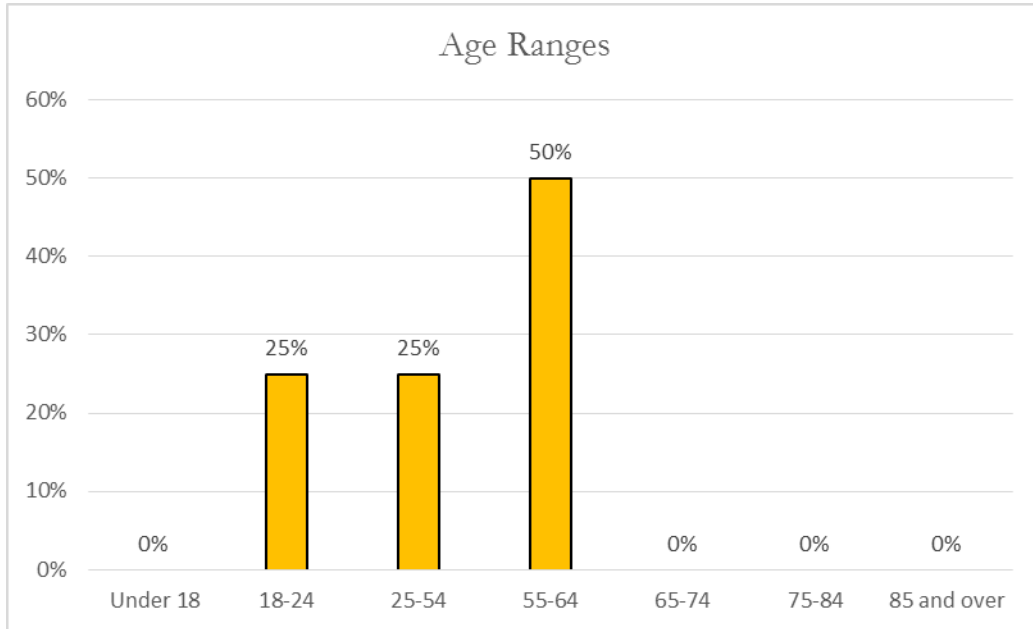
Note: Categories overlap. For example, an individual can be retired and disabled.

Comments from Other:

- Just trying to make ends meet, would use the bus, because it is money smart

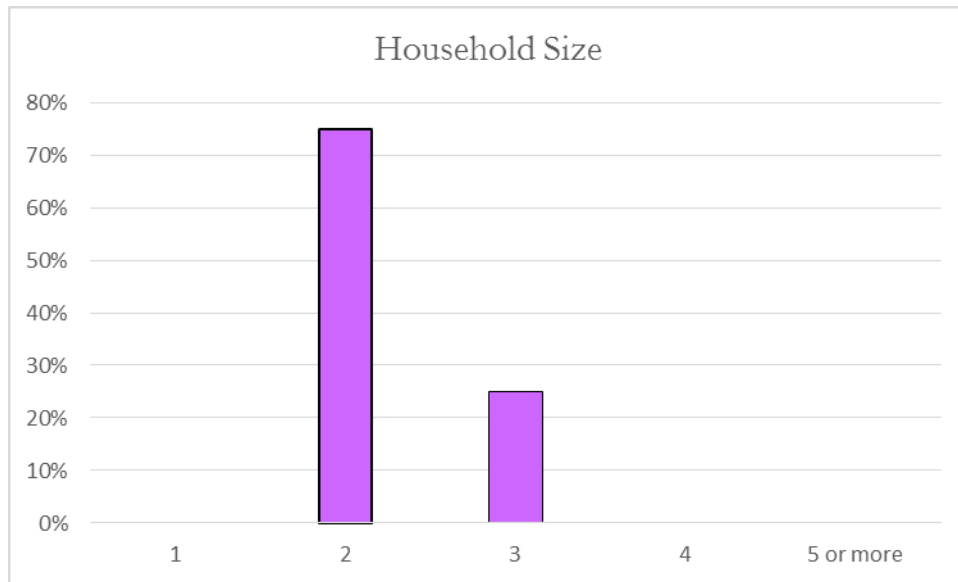
4 Responses

13. What is your age range?



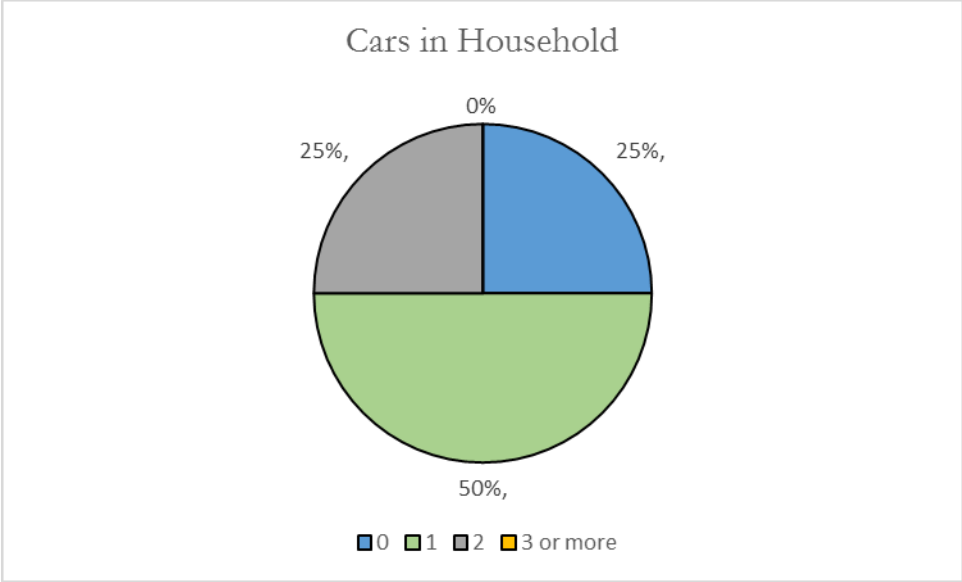
4 Responses

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



4 Responses

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



4 Responses

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

Answer Options	%	Count
<i>I do not have a disability</i>	75.0%	3
<i>Other disability (please specify)</i>	25.0%	1
<i>Hearing difficulty: deaf or have serious difficulty hearing</i>	0.0%	0
<i>Vision difficulty: blind or have serious difficulty seeing, even when wearing glasses</i>	0.0%	0
<i>Cognitive difficulty: because of a physical, mental, or emotional problem, have difficulty remembering, concentrating, or making decisions</i>	0.0%	0
<i>Ambulatory difficulty: have serious difficulty walking or climbing stairs</i>	0.0%	0
<i>Self-care difficulty: have difficulty bathing or dressing</i>	0.0%	0
<i>Independent living difficulty: because of a physical, mental, or emotional problem, having difficulty doing errands alone such as visiting a doctor's office or shopping</i>	0.0%	0

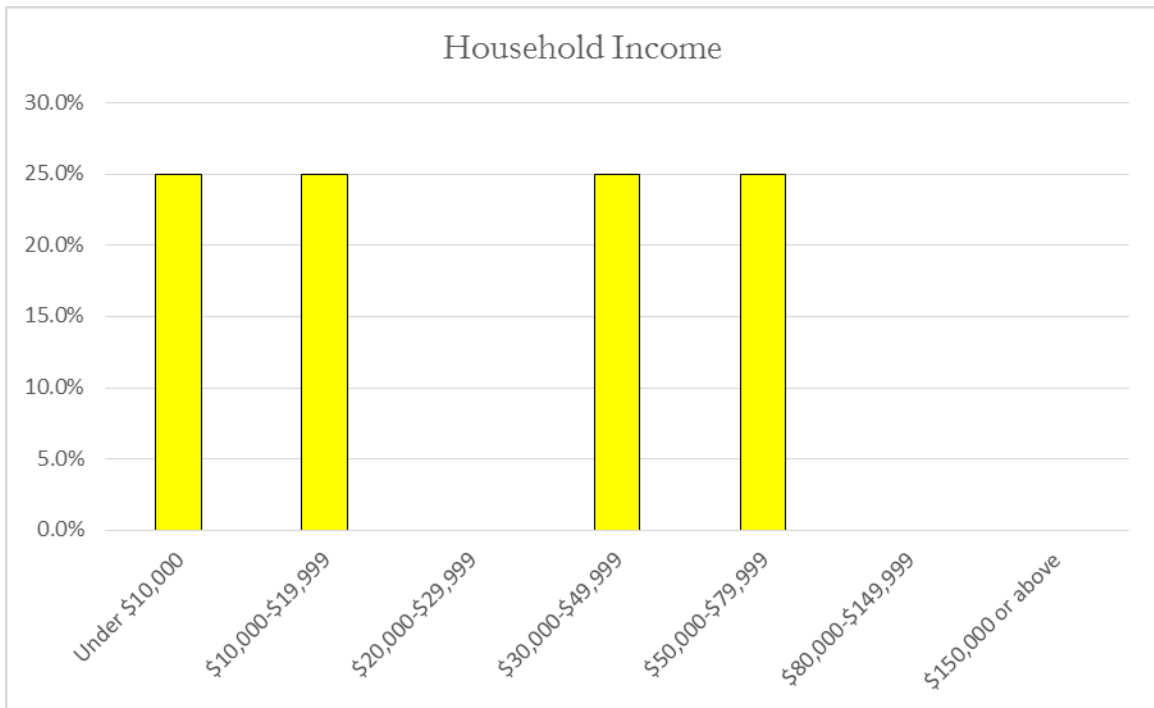
Note: Categories overlap, meaning people can have more than one disability.

Comments from Other:

- I am currently 64 years old; as I age I will probably need to ride the bus, as my abilities decline.

4 Responses

17. What is your annual household income range?



4 Responses

Conclusion

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

0 Responses

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

0 Responses

Contact Information

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

#	Organization Name	Address	City/Town
1	Siskiyou Opportunity Center	1516 S. Mt. Shasta Blvd.	Mt. Shasta
2	Siskiyou HHSA AOD	2060 Campus Drive	Yreka
3	Kenneth Ryan	1020 KINGSTON RD APT 5K	Mount Shasta
4	PSA 2 Area Agency on Aging	P.O. Box 1400	Yreka
5	Mt. Shasta Trail Association	PO Box 36	Mt. Shasta
6	MCSD	PO Box 640	McCloud

Rest of information is confidential to maintain privacy of respondents.

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

Confidential to maintain privacy of respondents

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

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

Classifications	%	Count
Not-for-profit	33.3%	2
Resident	16.7%	1
Special district providing refuse, water, services, etc.	16.7%	1
Healthcare/health services provider	16.7%	1
State Admin agency	16.7%	1
American Indian Tribal Government	0.0%	0

6 Responses

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

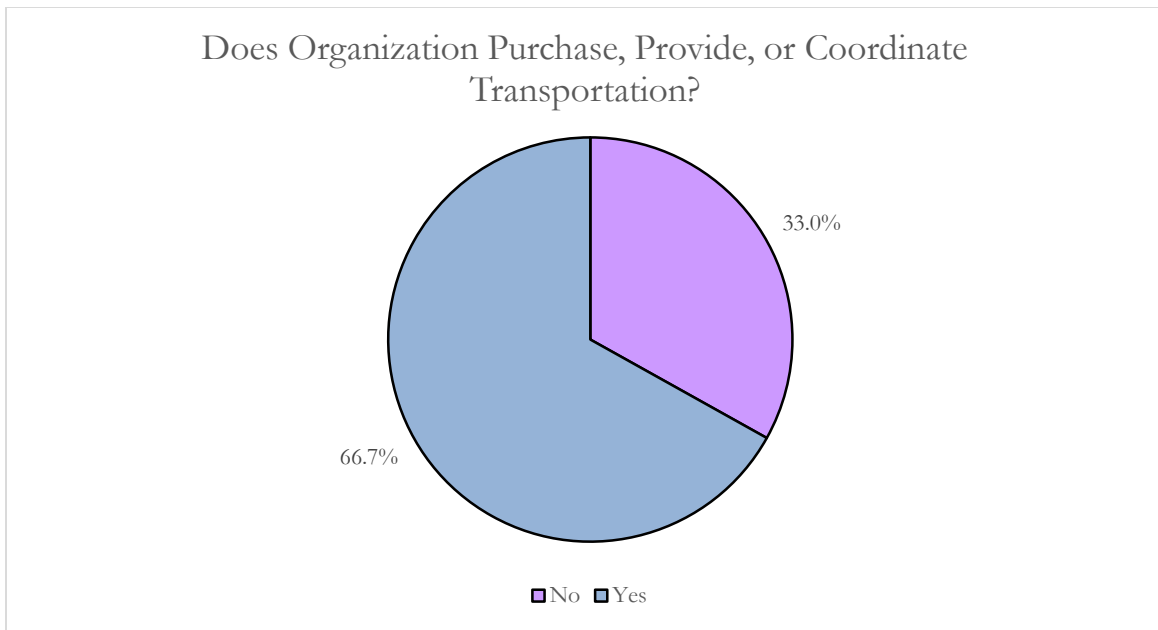
The % represents the percent of stakeholders that answered this question.

Options	%	Count
General public	50.0%	3
Seniors/Elderly	33.3%	2
Persons with disabilities	16.7%	1
Persons with low incomes	16.7%	1
Pursuing counseling/substance abuse	16.7%	1

6 Responses

Organization Type

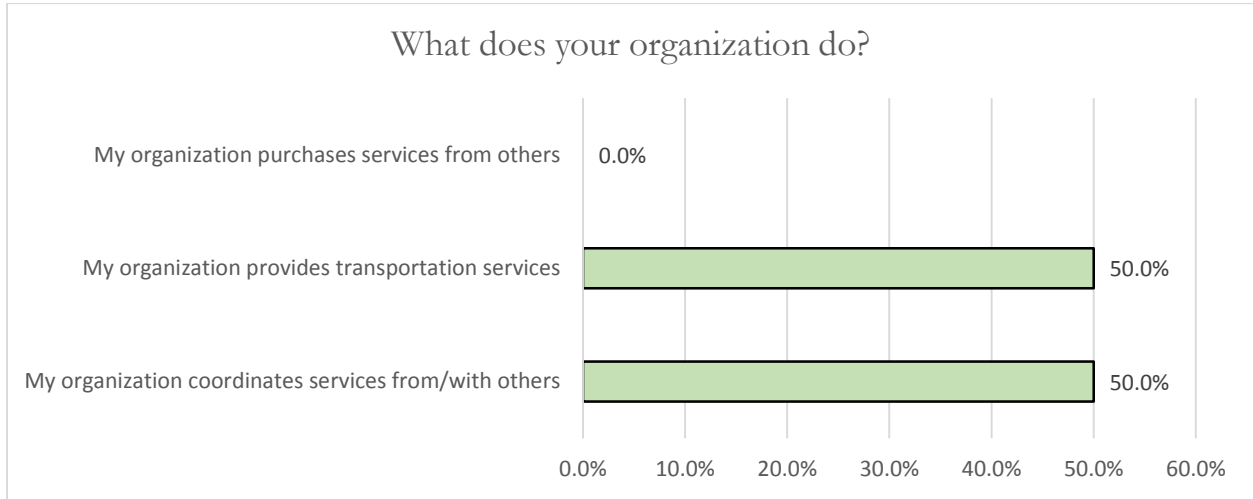
5. Does your organization provide, purchase, or coordinate any transportation services? (Skip logic question)



6 Responses

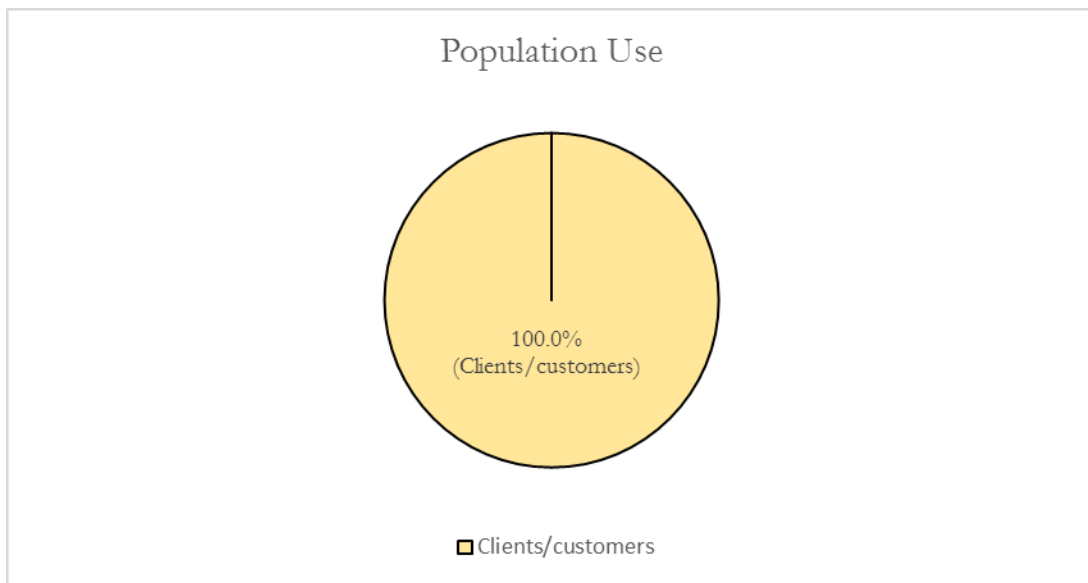
Organization Background and Transportation Services

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



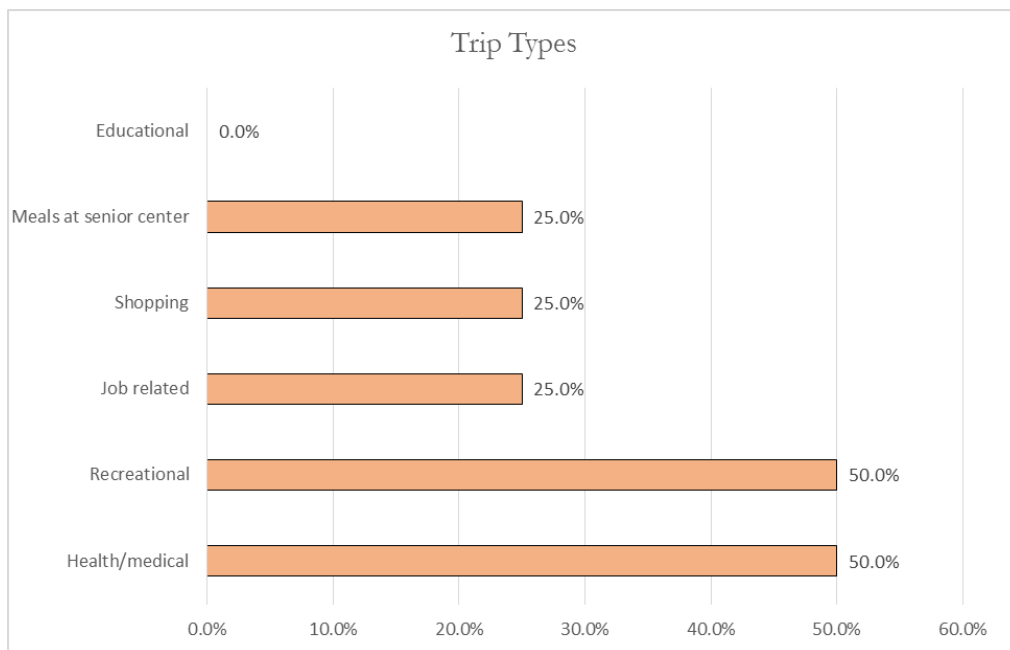
4 Responses

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



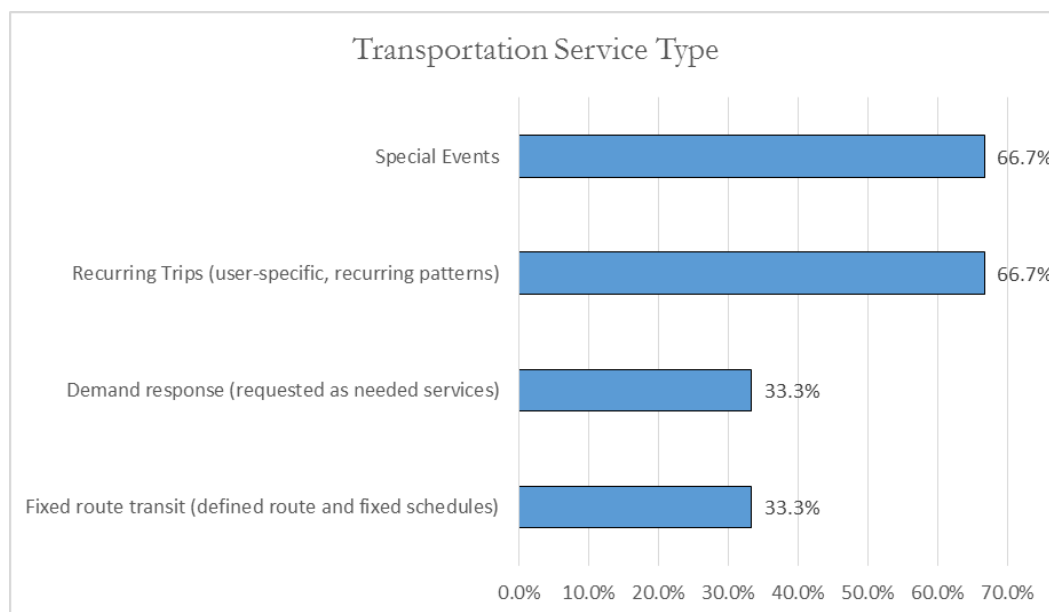
4 Responses

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



4 Responses

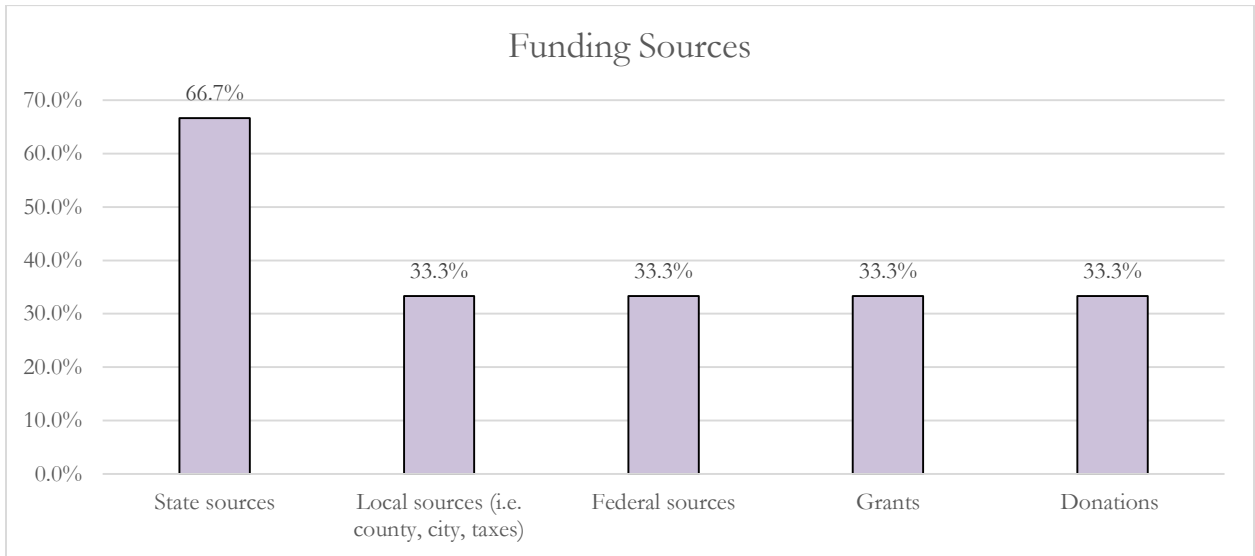
9. Please indicate the kind of transportation services your organization provides, purchases, or coordinates? Check all that apply.



3 Responses

Transportation Services

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



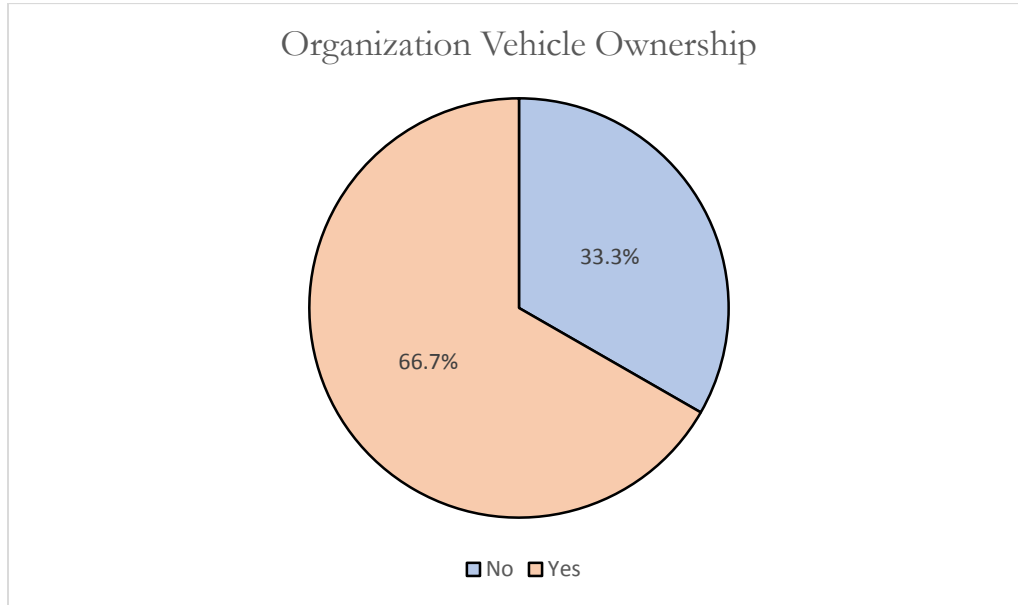
3 Responses

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

- Stakeholders that responded to this question provide, purchase, or coordinate services on weekdays and weekends. Not all organizations provide services on weekdays and weekends. Number of trips vary by organization and range anywhere from 1 trip to over 100-200 trips a week

3 Responses

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



3 Responses

Vehicle Count

13. How many of each type of vehicle does your organization use to provide transportation services?

The organization count refers to the number of organizations that selected the vehicle type. In this situation, one of the organizations that answered this question own 2 buses. The vehicle count refers to the number of vehicles total for each organization. This information is not comprehensive for the county or may also not be comprehensive for the organization(s) in question.

Vehicle Type	Organization Count	Vehicle Count
Van	2	8
Bus	1	2

2 Responses/Organizations

Unmet Needs, Coordination, and Duplicate Services

14. What unmet needs is your organization anticipating or currently experiencing with regard to transportation?

- We are unable to use public transportation to get clients from Yreka to the Collier Rest Area in the morning or get them back to Yreka at the end of the work day. (8:00AM to 4:30pm)
- Additional funding to expand transportation services for the senior population we serve.

2 Responses

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

The following issues were identified by stakeholders regarding unmet needs of the communities they work with/serve:

- **Limitations in service**
 - They have no way to get transportation after their work day is over
 - trips too long-distance with transfers (i.e., a 45 minutes drive to Yreka from McCloud equates to a 2 hour bus ride).
- **Medical transportation**
 - Transportation for seniors to medical appointments outside of Siskiyou County
- **Service area**
 - Transportation services for seniors in the Happy Camp and other out-lying areas in the county to larger service areas such as Yreka, Mt. Shasta, Weed
- **Weekend service**
 - no transportation options in town at night or weekends.
 - No public transportation on the weekends

3 Responses

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

The following issues were identified about gaps in transportation service:

- Community runs in Mount Shasta and Yreka and weekend and evening service. (Holidays) When my clients go home from work they have no community transportation access except what is provided by group homes or friends.
- We need day time (AM south - PM north) transportation to the Redding transit, medical and shopping centers from Dunsmuir.
- Rides to medical appointments outside of Siskiyou County for non-Veteran seniors. Reaching Medical specialists in Redding and Medford are difficult to reach due to lack of medical transportation.
- No public transportation on the weekends; trips too long-distance with transfers (i.e., a 45 minute drive to Yreka from McCloud equates to a 2 hour bus ride).

4 Responses

17. Please describe areas where transportation service is duplicated.

Respondents didn't identify duplication of service, but a comment was made about a separate issue:

“Up and down interstate 5. Work schedules do not match bus schedules. Pick up sites don't work for our clients. They often cannot get to pick up points.”

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

Stakeholders offered the following recommendations:

- Use all the public transportation money for transportation and develop circular routes in towns with hospitals and shopping.
- Partner with Shasta County Transit to secure an appropriate grant for this service
- Coordination with existing transportation services to expand service area and include isolated populations
- Provide transportation on weekends, more direct routes.

4 Responses

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

Other recommendations:

- It would be good to have vans to take people out of town at least monthly to shop or visit larger entertainment centers, or medical facilities. I know we try to protect local businesses but that does not allow choices that non-disabled people have. They do travel out of the county for medical care, shopping, and entertainment.
- Partner with Amtrak (Caltrans Rail Branch?) to provide bus service from Siskiyou County Communities to and from Amtrak buses now terminating at the Redding Transit Center. Partner with Oregon bus lines to provide service from Yreka to Ashland and Medford.
- Acquiring additional grant funding outside of government funded services - which is and will continue to decline.
- provide transportation on weekends, more direct routes.

4 Responses

Conclusion

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

- “Our distances are great and that costs drivers time and fuel and maintenance costs disproportionate to services provided. Unfortunately [this] leaves transportation needs met by other than our tax supported public transportation.”
- “Increased attention must be made to address the unmet needs of the senior population to support better health practices and general well-being.”

2 Responses

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

TABLE 7-STAKEHOLDER LIST

<u>Name</u>	<u>Agency</u>	<u>Position</u>
Todd Heie	Siskiyou County Probation Department	Chief Probation Officer
Kelli Nichols	Madrone Hospice	
Tabitha Ledford	PSA Area 2, Agency on Aging	Administrative Clerk
Martha Gentry	College of the Siskiyous	Counseling Services
Angela Martinez	Siskiyou County Special Schools	Executive Assistant
Grace Bennett	Siskiyou County District 4	Supervisor
Kelly McKinnis	City of Weed	Finance Director
Lynn Corliss	Siskiyou County Department of Public Health	Project Manager
Marilyn Seward	Scott Valley Chamber of Commerce	President
Davie Martin	Scott Valley Rotary Club	President
Sara Jackson	Siskiyou County Behavioral Health	Transportation Supervisor
Scott Quinn	Karuk Tribe	Director of Land Management
Stephany Hoyer	Yreka Community Resource Center	
Steve Rogers	Siskiyou Opportunity Center	Executive Director
Susan Braun	Fairchild Medical Center	
Shae Johns	Southern Oregon Goodwill	President

APPENDIX B: FUNDING MATRIX

TABLE 8-FUNDING MATRIX

Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Federal Sources						
FTA Section 5310: Enhanced Mobility of Seniors & Individuals with Disabilities Program	Enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and ADA complementary paratransit services.	Capital projects; operating assistance; administration	\$28.9 million in FY 14/15	Nonprofit agencies, public agencies	20% match for capital projects; 50% match for operating assistance; up to 10% to administer the program, to plan, and to provide technical assistance	Typically vans or small buses are available to support nonprofit transportation providers. Annual grant cycle. Applications are available at Caltrans website http://www.dot.ca.gov/hq/MassTrans
FTA Section 5311 Formula Grant for Rural Areas	Provide capital, planning, and operating assistance to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations.	Planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services	\$295,042 in FY 13/14	Public agencies, local governments, tribal governments, nonprofit agencies	20% for capital, 50% operating assistance, 20% for ADA non-fixed-route paratransit service, using up to 10% of a recipient's apportionment	Funds are distributed on a formula basis to rural counties throughout the country. A portion of 5311 funds (\$45 million nationally from 2006-2009) is set aside for a Tribal Transit Program, which provides direct federal grants to Indian tribes to support public transportation on Indian reservations.
FTA Section 5311(f)	Funds public transit projects that serve intercity travel needs in non-urbanized areas.	Capital projects and operations		Public agencies, local governments, tribal governments, nonprofit agencies	50% for operating costs, 80% for capital costs	Projects are awarded on a statewide competitive basis

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Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
<p>FTA Section 5304 Transit Planning Grants:</p> <p>Sustainable Communities (this grant is also funded by the State Highway Account (SHA))</p>	<p>The purpose of this grant is to promote a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability. In addition, the purpose also is to identify and address mobility deficiencies in the multimodal transportation system, encourage stakeholder collaboration, involve active public engagement, integrate Smart Mobility 2010 concepts, and ultimately result in programmed system improvements.</p>	<p>Funds studies of multimodal transportation issues having statewide, interregional, regional or local significance to assist in achieving the Caltrans Mission and overarching objectives. Rural areas can request funds for student interns</p>	<p>Approximately \$8.3 million will be available for the Fiscal Year 2015-16 grant cycle. The minimum grant is \$50,000 and the maximum amount per grant cannot exceed \$500,000.</p>	<p>Primary Recipients: MPO/RTPAs, Transit Agencies, Cities, Counties, and Native American Tribal Governments;</p> <p>Sub-recipients: Transit Agencies, Universities, Community Colleges, Native American Tribal Governments, Cities and Counties, Community-Based Organizations, Non-Profit Organizations, and Other Public Entities.</p>	<p>Local Match: 11.47% of the total project amount (in-kind contributions allowed)</p>	

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

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Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Federal Transit Administration (FTA) Section 5339 Funds (5339 was established by MAP-21, replaced 5309)	Capital projects for bus and bus-related facilities.	Capital projects only	\$422 million FY 2013; \$427.8 million FY 2014 (total amount available for all states)	Designated recipients and states that operate or allocate funding to fixed-route bus operators; Subrecipients: public agencies or private nonprofit organizations engaged in public transportation, including those providing services open to a segment of the general public, as defined by age, disability, or low income.	20% for capital projects	
Regional Surface Transportation Program (RSTP)	Provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.	Construction, Reconstruction, Rehabilitation, Resurfacing, Restoration, and operational improvements	\$770,105 in FY 13/14	Transit projects eligible for assistance under the Federal Transit Act	Unknown	
Highway Bridge Program (HBP)	Construction and maintenance of bridges that are not on the State highway system		Approximately \$1 million annually	Counties	Unknown	Siskiyou County anticipates approximately \$27.6 million in funds by 2035

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Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
National Forest Land (Forest Receipts)	County Roads		Approximately \$812,000 annually	Counties	Unknown	Siskiyou County anticipates approximately \$20.3 million in funds by 2035
Federal Highway Administration (FHWA) Strategic Partnerships grant	The objective of Strategic Partnerships is to achieve the Caltrans Mission and Grant Program Overarching Objectives, encourage regional agencies to partner with Caltrans to identify and address statewide/interregional transportation deficiencies in the state highway system, strengthen government-to-government relationships, and result in programmed system improvements.	Funds transportation planning studies of interregional and statewide significance, in partnership with Caltrans.	Approximately \$1.5 million will be available for the Fiscal Year 2015-16 grant cycle. The minimum grant is \$100,000 and the maximum amount per grant cannot exceed \$500,000.	To qualify as a pooled fund study, more than one state transportation agency, federal agency, other agency such as a municipality or metropolitan planning organization, college/university or a private company must find the subject important enough to commit funds or other resources to conduct the research, planning, and technology transfer activity.	20% of the total project amount (in-kind contributions allowed)	Federal and state transportation agencies may initiate pooled fund studies. Local and regional transportation agencies, private industry, foundations, and colleges/universities may partner with any or all of the sponsoring agencies to conduct pooled fund projects
Health and Human Services Funding						
Title XX Social Services Block Grant (SSBG) (Department of Social Services)	Goals: 1. Reduce dependency, 2. Achieve self-sufficiency, 3. Protect children and families, 4. Reduce institutional care by providing home/community based care, 5. Provide institutional care when other forms of care are not appropriate.	Transportation services for participants in Title XX programs	\$1.7 billion nationwide per year	Child Welfare Services, Foster Care, Deaf Access, Community Care Licensing, CDE Child Care, and Department of Developmental Services programs.	None	Grant must be used for one of the goals of SSBG and cannot be used for certain purposes such as the purchase or improvement of land or payment of wages to any individual in social services. These funds are not allocated separately but are used in lieu of state general fund.

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Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Community Services Block Grant (CSBG) (Department of Community Services & Development)	Assist low income people in attaining the skills knowledge, and motivation necessary to achieve self-sufficiency.		\$247,923 in FY 12/13	States, Territories and Tribal Governments	Unknown	This Block Grant was awarded jointly with Modoc County
Aging & Disability Resource Center Grant Program - Part of the President's New Freedom Initiative (Dept. of Aging)	Support state efforts to create "one stop" centers to help consumers learn about and access long-term supports ranging from in-home services to nursing facility care.		\$202,443 awarded to California in 2012	All U.S. States and Territories	Unknown	Funds are awarded to the State and then disseminated to participating local agencies
HIV Care Formula Grants (Dept. of Health and Human Services)	Support programs designed to increase access to care and treatment for underserved populations, reduce need for costly inpatient care, reduce prenatal transmission, and improve health status of people with HIV. A portion of the funds can be used for transportation.		\$2,392,200,000	State, local governments, public and nonprofit private agencies.	None	75% of funds must be used for core medical services, while 25% can be used for support services such as transportation that supports a person living with HIV
Consolidated Health Center Program (Bureau of Primary Health Care)	Fund health centers that provide primary and preventative health care to all residents including diverse underserved populations. Health centers can use funds for center-owned vans, transit vouchers, and taxi fare.		\$1.4 billion nationwide for FY14	Community based organizations including tribal and faith based organizations.	None	Special discounts are given to those with incomes below 200% of the poverty line

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Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Older Americans Act Title III B - Grants for Supportive Services & Senior Centers (Administration on Aging)	Funds are awarded by formula to State units on aging for providing supportive services to older persons, including operation of senior centers. May be used to purchase and/or operate vehicles and funding for mobility management services	Capital projects and operations.	\$357 million statewide	States and territories, recognized Native American tribes and Hawaiian Americans as well as non-profit organizations	5%	Funds are awarded to State agencies on aging and are disseminated to local organizations from there based on a formula related to the number of underserved populations in an area
Program for American Indian, Alaskan Native, & Native Hawaiian Elders (Administration on Aging)	This program supports nutrition, information and referral, multipurpose senior centers and other supportive services for American Indian, Alaska Native and Native Hawaiian elders. Transportation is among the supportive services, including purchase and/or operation of vehicles and for mobility management.	Patient transportation services and delivery of home-served meals	\$38 million nationwide in FY 2011	Recognized Native American tribes and Hawaiian Americans as well as non-profit organizations.	Unknown	Funds are given based on a formula related to the share of the American Indian, Alaskan Native, and Native Hawaiian populated aged 60 and over in their respective service area

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Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Community Mental Health Services Block Grant (Center for Mental Health Services State Planning Branch)	Improve access to community-based health-care delivery systems for people with serious mental illnesses. Grants also allot for supportive services, including funding to operate vehicles, reimbursement of transportation costs and mobility management	Capital projects and operations.	\$430,000	States and territories	None	None
Substance Abuse Prevention & Treatment Block Grant (Substance Abuse & Mental Health Services Administration)	Block grants provide funds for substance use prevention and treatment programs. Transportation-related services supported by these grants may be broadly provided through reimbursement of transportation costs and mobility management to recipients of prevention and treatment services		\$1.68 billion nationwide in FY 2012	States, Territories and Tribal Governments	None	20% of funds must be spent on education, 5% must go to increase the availability of treatment services for pregnant women, 5% on administrative needs and the rest of discretionary
Child Care & Development Fund (Administration for Children & Human Services)	Assists low-income families in obtaining child care so they can work or attend training/education. The program also improves the quality of childcare and promotes coordination of childhood development programs	Voucher payments to child care providers	\$4.8 billion	States and recognized Native American Tribes	Unknown	None

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Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Developmental Disabilities Projects of National Significance (Administration for Children and Families)	Promote and increase independence, productivity, inclusion and integration into the community of persons with developmental disabilities, and support national and state policy that enhances these goals. Funding provides special projects, reimbursement of transportation costs and training on transportation related issues.		\$425,725 annually for California	State, local governments, public and nonprofit private agencies.	Matching requirements are specified in each published funding opportunity announcement	Projects are awarded for programs are considered innovative and likely to have significant national impact
Head Start (Administration for Children & Families)	Head Start provides grants to local public and private agencies to provide comprehensive child development services to children and families. Local Head Start programs provide transportation services for children who attend the program either directly or through contracts with transportation providers	Program expansion and cost of living adjustments	\$7 billion	Local public and private non-profit and for-profit agencies	Unknown	The Head Start regulation requires that programs make reasonable efforts to coordinate transportation resources with other human service agencies in their communities.

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Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
TANF / CalWORKs (California work opportunity & responsibility to kids) (Department of Social Services)	Provide temporary assistance to needy families. Recipients are required to participate in activities that assist them in obtaining employment. Supportive services, such as transportation and childcare are provided to enable recipients to participate in these activities.	Cash aid paid out to eligible recipients for use on transportation and other needs		States and Federally recognized Native American tribes. Eligible families as defined in the TANF state plan	Unknown	TANF funds cannot be used for construction or to subsidize current operating costs. State and county funds in the CalWORKs program are used to meet the TANF maintenance of effort (MOE) requirement and cannot be used to match other federal funds.
Community Development Block Grants (CDBG) (Department of Housing & Community Development)	Create or preserve jobs for low income and very low income persons.			Counties with less than 200,000 residents and cities of less than 50,000 residents	Unknown	Applicants cannot be participants on the US Department of HUD CDBG entitlement program.
State Sources						
Transit System Safety, Security and Disaster Response Account	Develop disaster response transportation systems that can move people, goods, and emergency personnel and equipment in the aftermath of a disaster	Design and Construction of a new Transit Administration Center	Varies by county	Agencies, transit operators, regional public waterborne transit agencies, intercity passenger rail systems, commuter rail systems	None	Part of Proposition 1B approved November 7, 2006.
Proposition 1B funds will sunset in 2016, but funds authorized under its formula and not yet obligated or expended remain available until the program's expiration.						
State Transit Assistance Fund (STAF)	Public transit and paratransit services	Operation of STAGE service	\$325,218 in FY 13/14	Allocated by formula to public transit operators	None	Revenues derived from sales taxes on gasoline and diesel fuels.
State Transportation Improvement Program (STIP)	Major capital projects of all types, including transit.	Upkeep of Streets/Roads	\$90.9 million in FY 14/15			Determined once every two years by California Transportation Commission.

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Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA)	Advance the State's policy goals of providing mobility choices for all residents, reducing congestion, and protecting the environment	Transit capital projects	\$600 million statewide in FY 14/15	Transit operators and local agencies who are eligible to receive STAF funds pursuant to California Public Utility Code Section 99313	None	Bond act approved by voters as Proposition 1B on November 7, 2006
Rural Planning Assistance (RPA)	Public Transit Planning Processes	Used for activities associated with the Metropolitan planning process	\$98,951			
Rural Planning Assistance (RPA) Discretionary Grant		Used for activities associated with the Metropolitan planning process	\$25,000			

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Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
State Planning & Research (SP&R)	Involves researching new areas of knowledge; adapting findings to practical applications by developing new technologies; and transferring these technologies, including the process of dissemination, demonstration, training, and adoption of innovations by users.	The State Planning and Research Program funds States' statewide planning and research activities. The funds are used to establish a cooperative, continuous, and comprehensive framework for making transportation investment decisions and to carryout transportation research activities throughout the State.	\$719,951	State Agencies		The Federal share of the cost of a project carried out with SP&R funds shall be 80% unless the Secretary determines that the interests of the Federal-aid highway program would be best served by decreasing or eliminating the non-Federal share.
FY 2013/14 Community Based Transportation Planning Grant	Community-Based Transportation Planning (CBTP) grant program promote a balanced, comprehensive, and multi-modal transportation system	Update of the Short Range Transit Plan	\$649,553			Ninety percent (90%) of the projects costs are funded by the Caltrans grant program and the remaining ten percent (10%) is contributed by the grantee as a local match.
Regional/Local Sources						

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Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Transportation Development Act (IDA) Articles 4 and 8 (1/4 cent sales tax)	Transit operating assistance and capital projects, local street and road maintenance and rehabilitation projects, pedestrian/bicycle projects	Capital projects and operations	Varies by county	Cities and counties. Allocated by population formula within each county		Revenues are derived from 1/4 cent of the retail sales tax collected statewide, distributed according to the amount of tax collected in each county to a Local Transportation Fund in each county.
Transportation Development Act (IDA) Articles 4.5	Paratransit operating assistance and capital projects	Capital projects and operations	Up to 5% of the Local Transportation Fund revenue	Cities and counties and CTSAs		
Transportation Development Act (IDA)	The Transportation Development Act (IDA) provides two major sources of funding for public transportation: the Local Transportation Fund (LTF) and the State Transit Assistance fund (STA). These funds are for the development and support of public transportation needs that exist in California and are allocated to areas of each county based on population, taxable sales and transit performance.	Operation of STAGE service	\$1,064,999 in FY 13/14	Cities and counties and CTSAs		
Private Sources						
Tribal Casino Transportation Programs	Coordinating transportation efforts on Indian reservations	Capital projects and operations	Unknown	Wide variety of agencies and organizations	None	Some tribes have funds available to assist with the purchase of a new vehicle or to subsidize plans to transport employees to and from the worksite.

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Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Service Clubs and Fraternal Organizations	Variety of transportation services, especially capital improvements	Capital projects and operations	Unknown	Wide variety of agencies and organizations	None	May be interested in paying for bus benches or shelters
Employers	Variety of transportation services, especially capital improvements	Capital projects and operations	Unknown	Wide variety of agencies and organizations	None	Employers sometimes are willing to underwrite transportation to support their workers getting to/from worksite.

APPENDIX C: STAGE ROUTE MAPS

FIGURE 4-DUNSMUIR ROUTE MAP

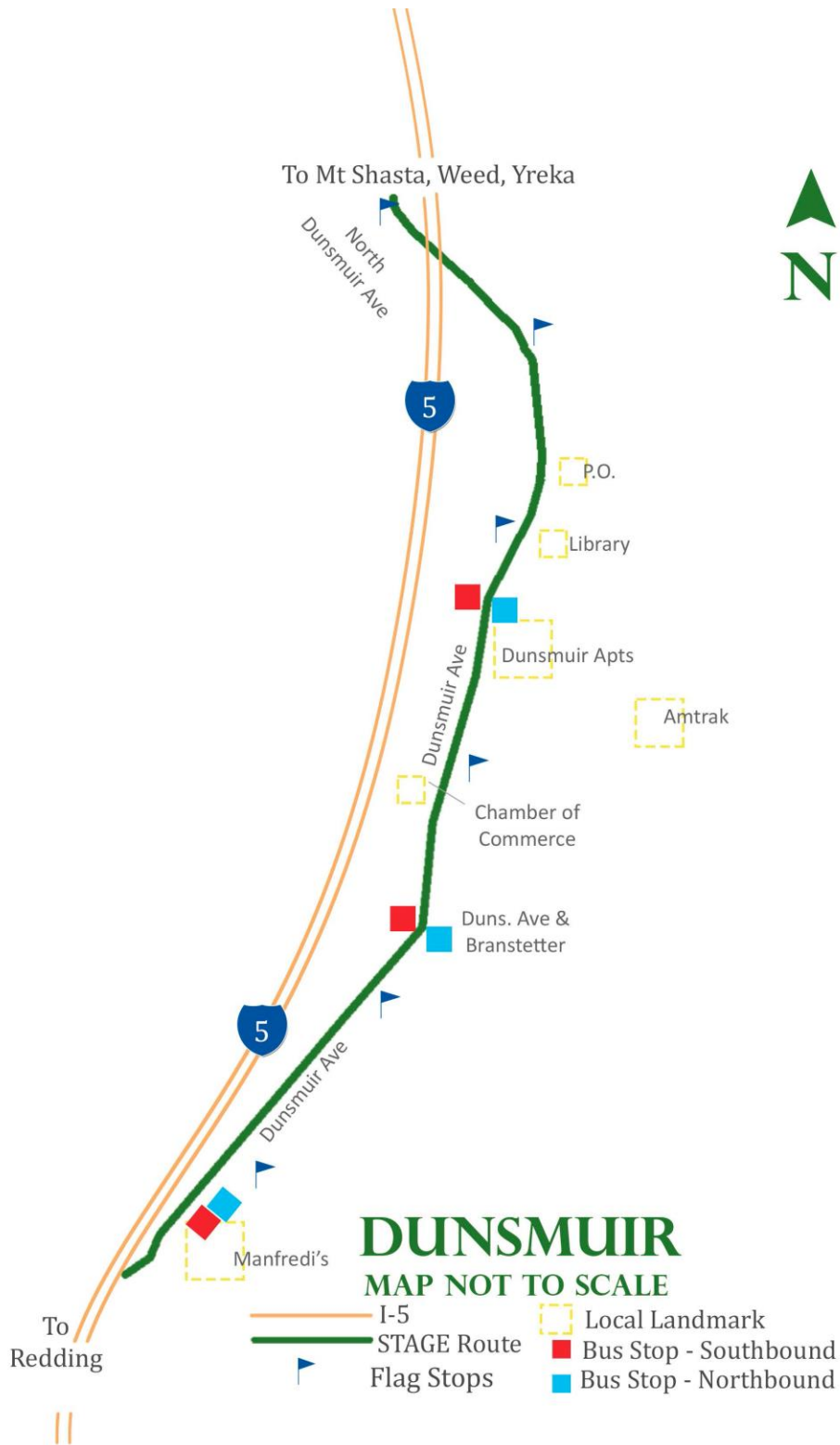


FIGURE 5-MONTAGUE & HORN BROOK ROUTE MAP

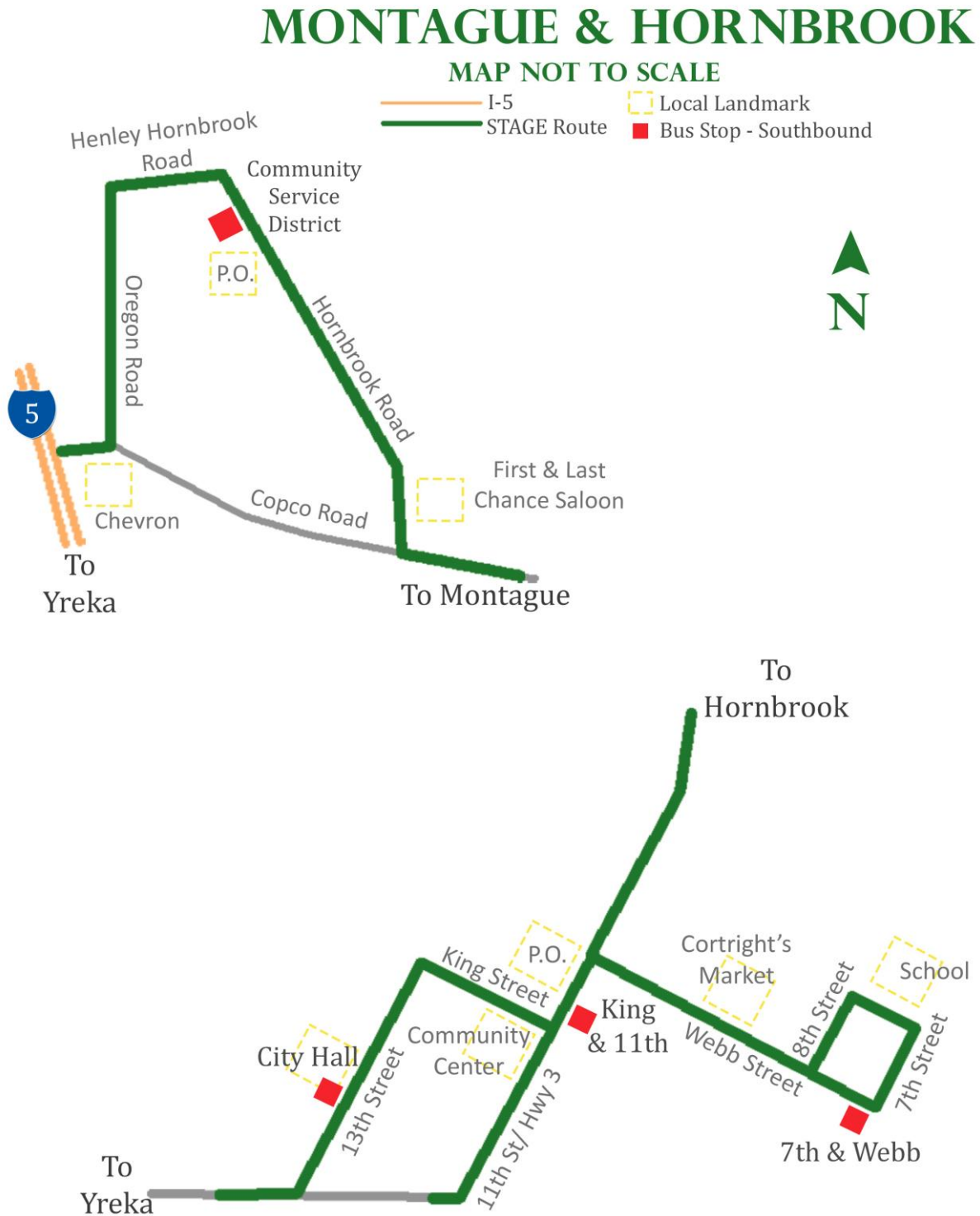


FIGURE 6-MCCLLOUD ROUTE MAP

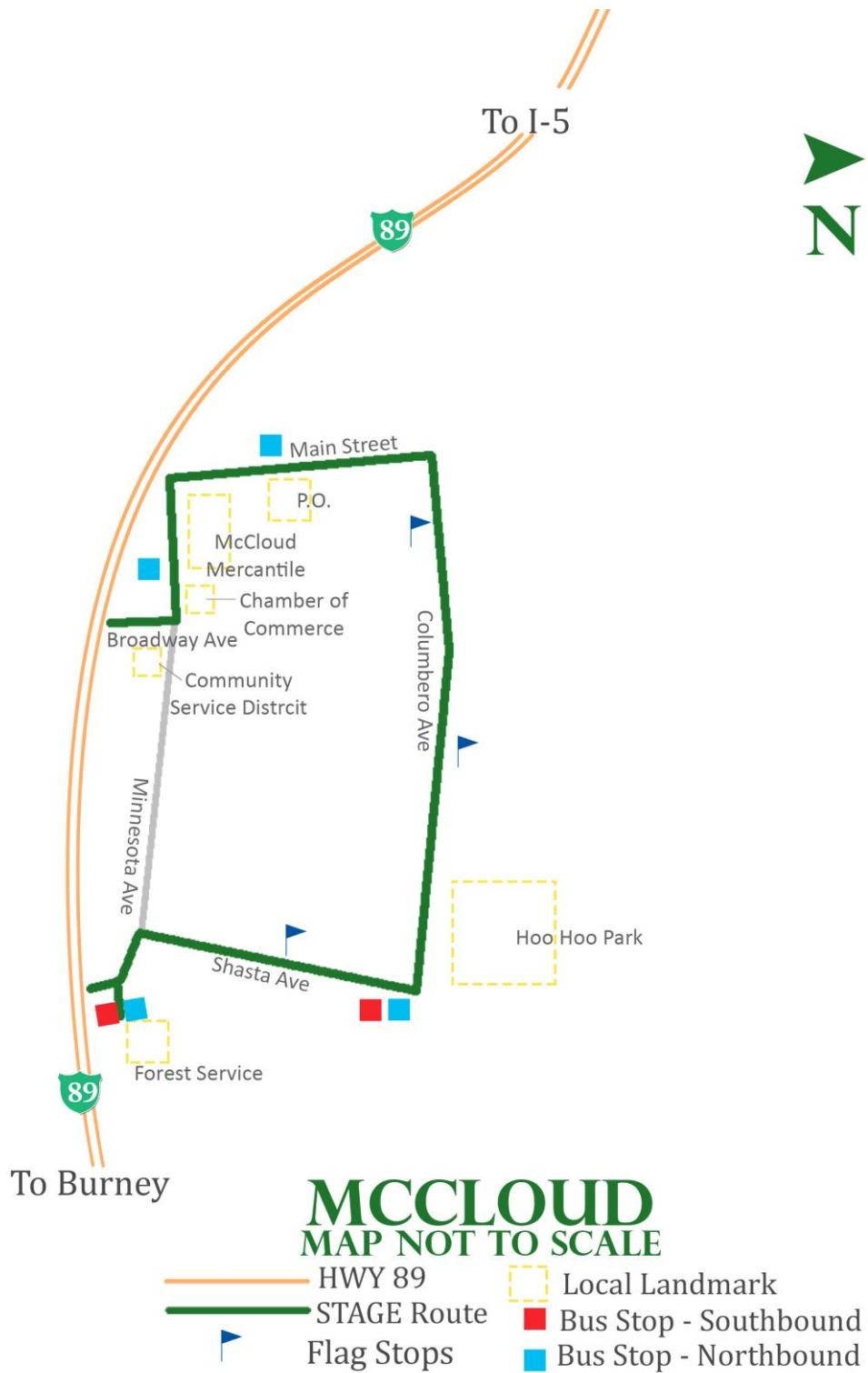


FIGURE 7-MT. SHASTA ROUTE MAP



MT. SHASTA MAP NOT TO SCALE

- I-5
- STAGE Route
- Alternate Rt
- Flag Stops
- Local Landmark
- Bus Stop - Southbound
- Bus Stop - Northbound

FIGURE 8-SCOTT VALLEY ROUTE MAP

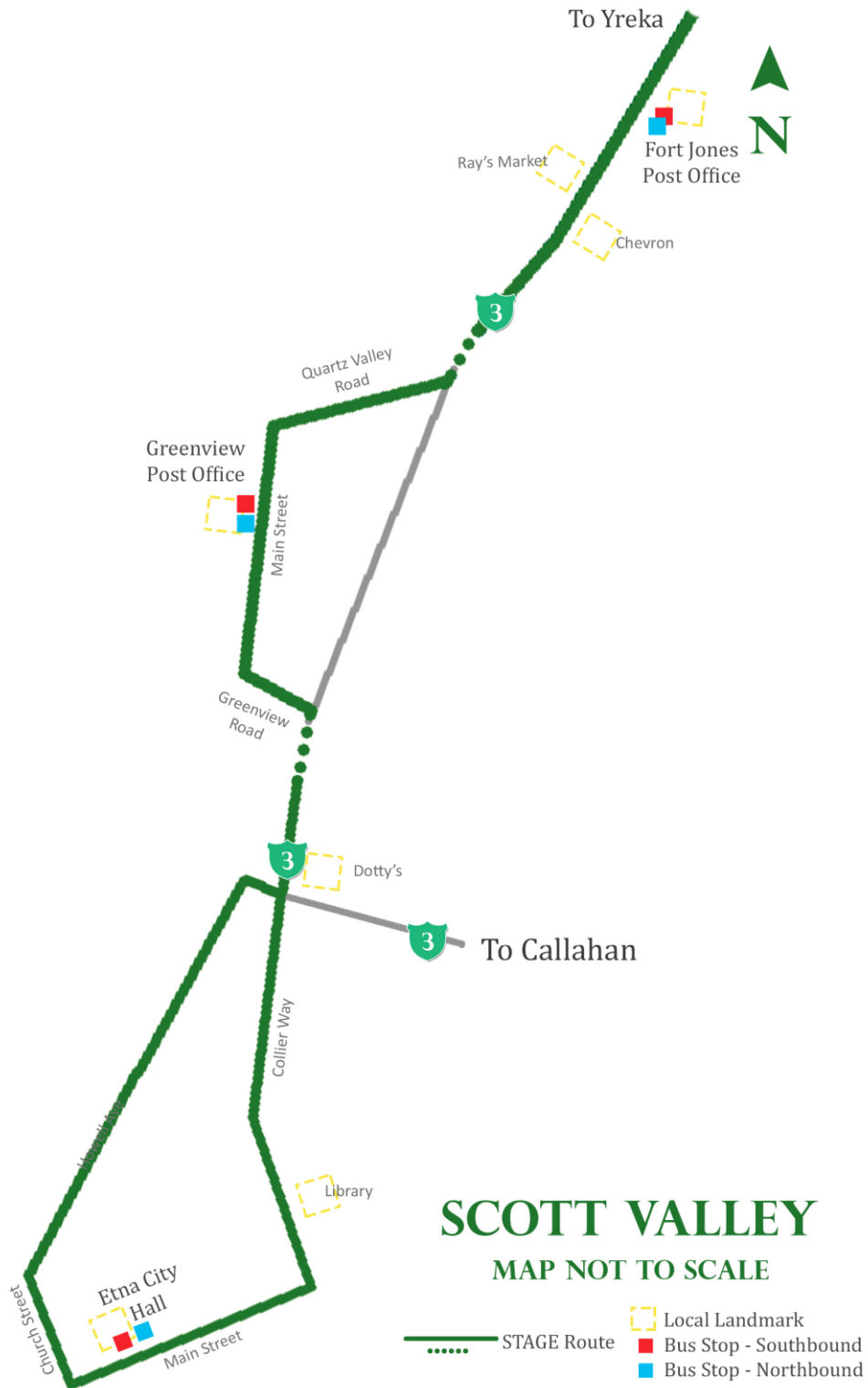


FIGURE 9-CARRICK, ANGEL VALLEY & WEEK CITY ROUTE MAP

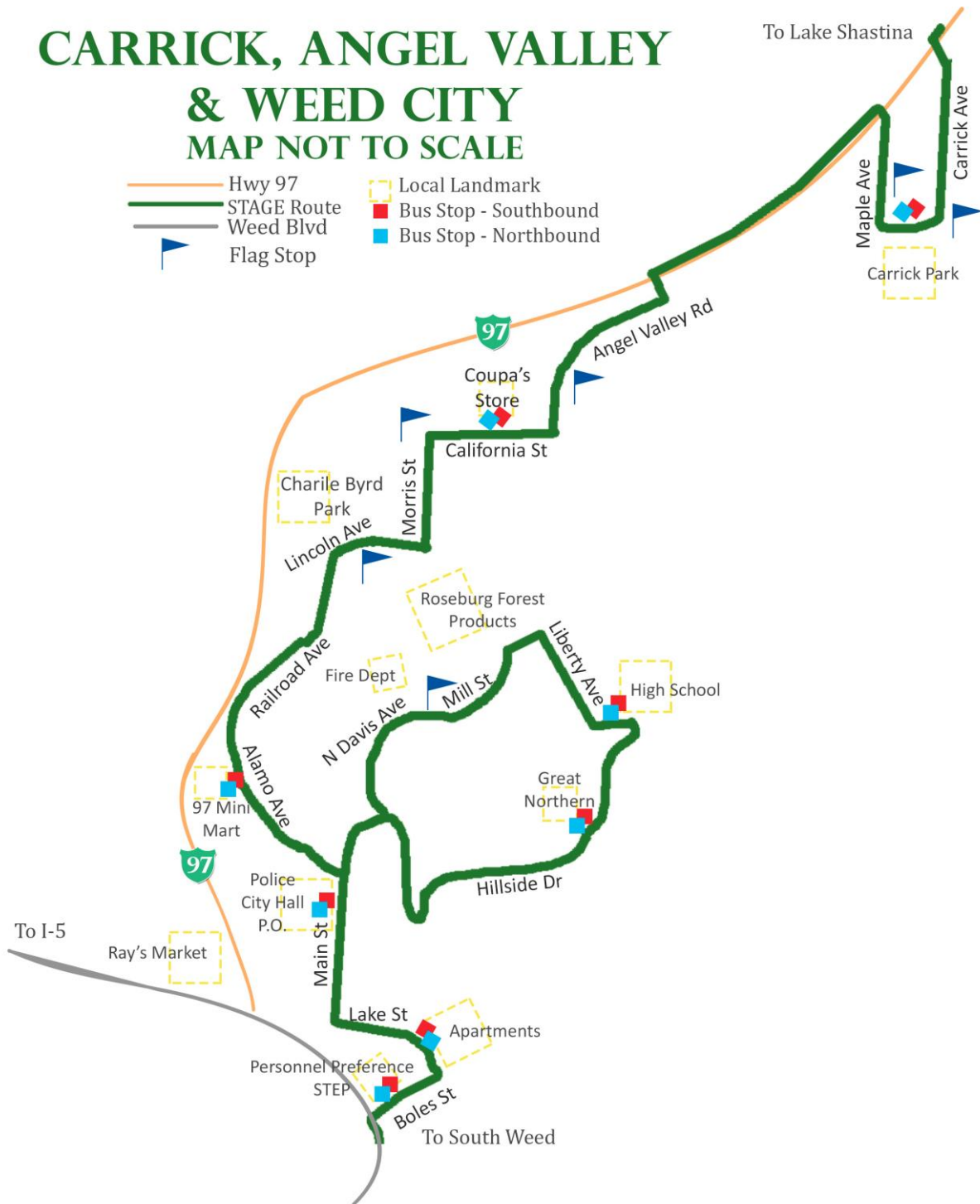


FIGURE 10-HAPPY CAMP ROUTE MAP

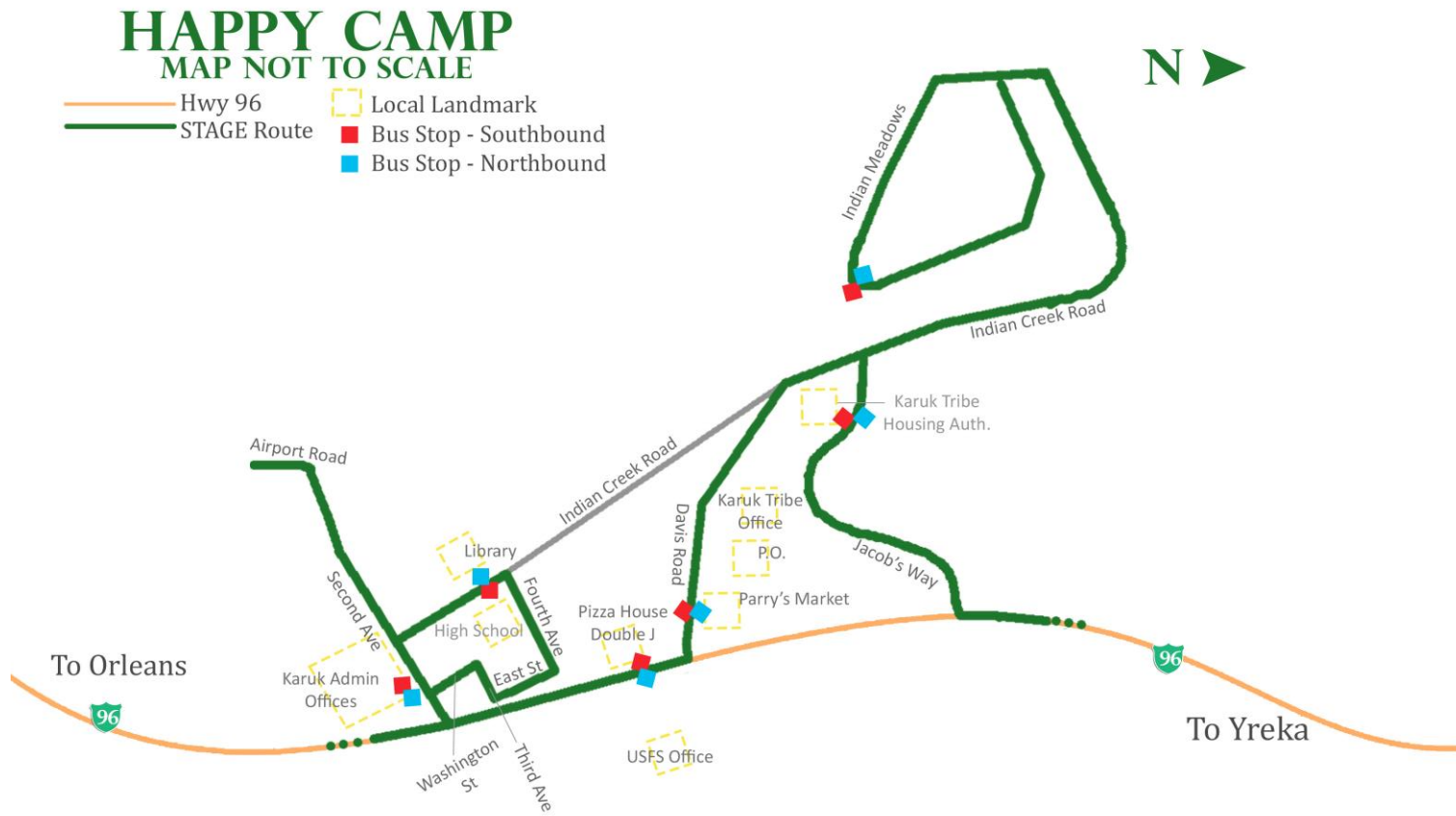


FIGURE 11-LAKE SHASTINA ROUTE MAP

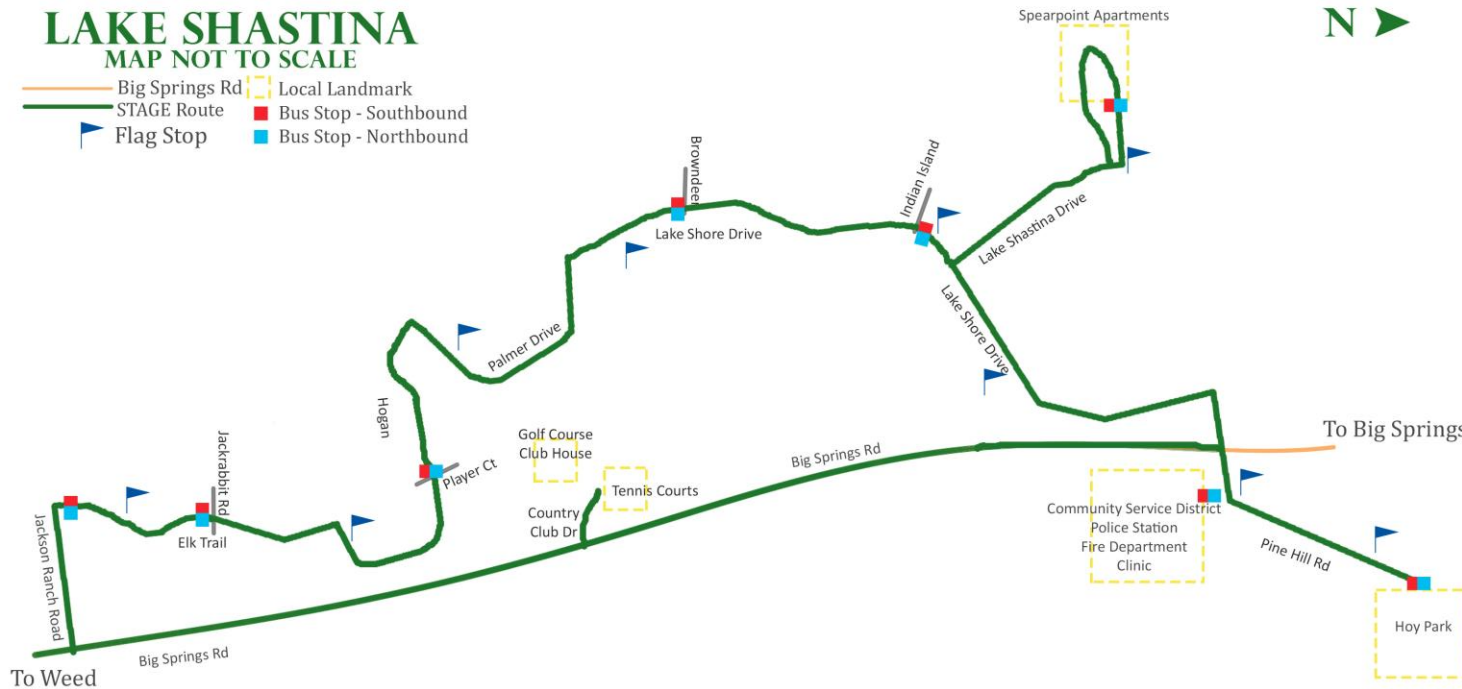


FIGURE 12-ORLEANS ROUTE MAP

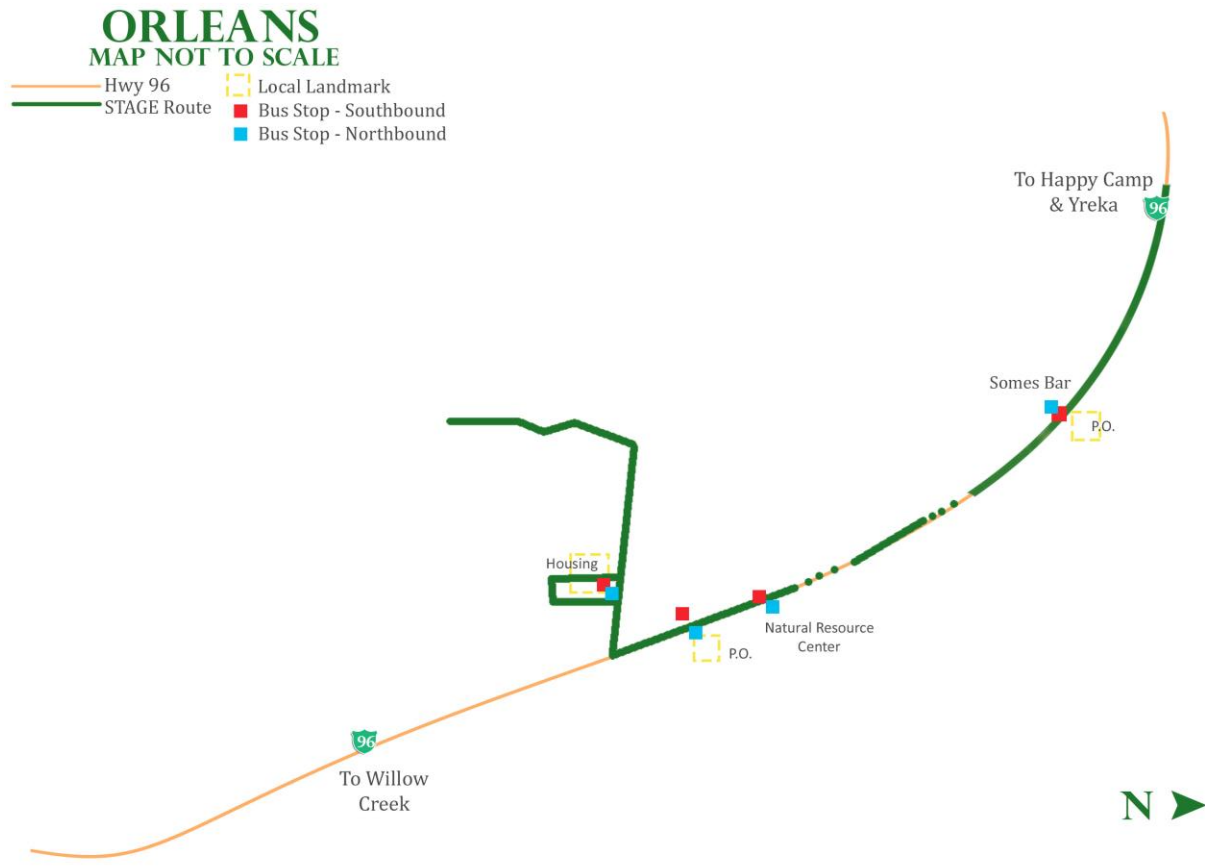
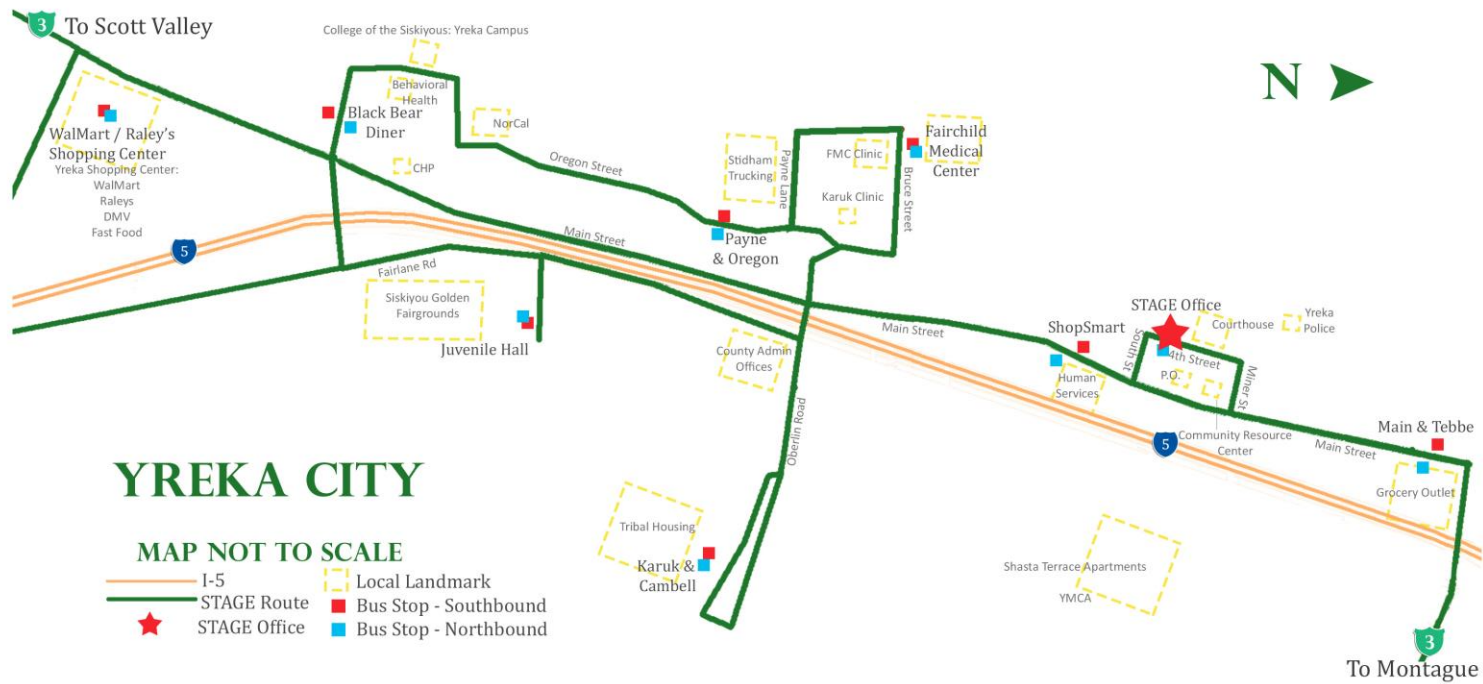


FIGURE 13-WEED ROUTE MAP



FIGURE 14-YREKA CITY ROUTE MAP



APPENDIX D: NON-EMERGENCY MEDICAL TRANSPORTATION APPLICATION

It is possible for local providers (including public agencies and non-profit organizations) to become providers of non-emergency medical transportation (NEMT) under existing Medi-Cal guidelines. Medi-Cal is California's Medicaid health insurance program. It pays for a variety of medical services for children and adults with limited income and resources. People receiving Medi-Cal covered services may be provided NEMT at Medi-Cal's expense under certain very limited circumstances. Medi-Cal will pay for NEMT only when it is provided by a carrier licensed by Medi-Cal, and only when the individual's medical condition requires transport by a wheelchair van, litter van, or ambulance. Although the rules limit NEMT to people who need a wheelchair van, ambulance or litter van, this can include people who just need a high level of care, for example very frail dialysis patients, even though they do not need to use a lift or ramp.

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

In Siskiyou County the number of organizations that could qualify to become a Medi-Cal NEMT provider is limited, although there are some that could qualify and the number increases significantly if you include surrounding counties.

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

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

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