
COORDINATED PUBLIC TRANSPORTATION PLAN:
MODOC COUNTY
FINAL

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Prepared for:

Modoc County Transportation Commission
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Glossary of Acronyms

| Acronym | Full |
|----------------|---|
| ACS | American Community Survey |
| ADA | Americans with Disabilities Act |
| Caltrans | California Department of Transportation |
| CalWORKs | California Work Opportunity and Responsibility to Kids |
| CDBG | Community Development Block Grants |
| CSBG | Community Services Block Grants |
| CTSA | Consolidated Transportation Service Agency |
| DOF | Department of Finance |
| DOT | Department of Transportation |
| FY | Fiscal year |
| JPA | Joint Powers Authority |
| LTA | Lake Transit Authority |
| LTF | Local Transportation Funds |
| MOU | Memorandum of Understanding |
| NEMT | Non-Emergency Medical Transportation |
| OAA | Older American Act |
| RTPA | Regional Transportation Planning Agency Enhanced Mobility of Seniors & People with Disabilities program |
| Section 5310 | |
| SGR | State of Good Repair |
| SSBG | Social Services Block Grant |
| SSTAC | Social Services Transportation Advisory Council |
| TDA | Transportation Development Act |
| VA | Veterans Administration |

1.0 Introduction

1.1 Purpose

This document is an update to the 2015 Coordinated Public Transit – Human Services Transportation Plan for Modoc 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.

Projects selected for funding under Federal Transit Administration (FTA) Section 5310 must be included in a coordinated public transit – human services transportation plan. According to the FTA, this 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.

This plan is intended to meet coordinated-planning requirements as well as provide the Modoc County Transportation Commission (MCTC) 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.

1.2 Approach

Required elements of the Coordinated Plan include:

- Assessment of transportation needs for transportation disadvantaged populations (seniors, people with disabilities, and people with low incomes)
- Inventory of existing transportation services
- Strategies for improved service and coordination
- Priorities based on resources, time, and feasibility

With the 2015 Coordinated Plan as the starting point, this update was shaped by recent planning documents including MCTC meeting minutes, Social Services Transportation Advisory Council (SSTAC) meeting minutes, Unmet Transit Needs Findings, and grant applications. Transit providers, other stakeholders, and the public provided input through conference calls and written comments.

Due to the COVID-19 pandemic, the community outreach meeting to discuss the Modoc County Coordinated Transportation Plan was done virtually through a Zoom webinar. This meeting was attended by Modoc County Transportation Commission staff and representatives from the Far North Regional Center and the Fort Bidwell Indian Community Council. A list of contacts was also compiled by staff at the Center for Business and Policy Research. The contact list consisted of possible stakeholders, organizations, and service providers in the county that provide services and assistance to seniors, the disabled, or low-income individuals. This list also included contact information for Modoc County local governments, medical providers, transportation providers, and various other service providers. Additionally, short on-line surveys soliciting input on community needs were posted on busses and also shared on the social media pages of community partners and other key stakeholders. Two survey links were shared, one in English and the other in Spanish. Survey questions were written after the 2020 community outreach meeting and focused on

previously identified needs. The Survey link was live from October 28, 2020 to November 15, 2020. A total of 2 responses were collected. These responses help inform the Unmet Transportation Needs discussed in section 6 of this report.

1.3 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 later in this section.

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

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

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

Federal Funding Sources

FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program

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 eligible under the Section 5310 program. Section 5310 is reauthorized under the FAST Act.

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

Section 5310 Overview

- Capital projects, operating assistance, mobility management, and administration related projects are eligible.
- 20% 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.

- 50% may be used for operating assistance expenses and New Freedom-type projects:
 - Public transportation projects that exceed the requirements of the ADA.
 - Public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit.
 - Alternatives to public transportation that assist seniors and individuals with disabilities.
- 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.
 - Up to 10% of funding is allowed for program administration costs by Caltrans due to state law.

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 2019 was over \$278 million and increased to over \$288 million in FY 2020, with California receiving \$32.3 million.¹

FTA Section 5311 Formula Grant for Rural Areas²

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 the repealed 5316 Job Access and Reverse Commute program 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

¹ “Table 8: FY 2020 Section 5310 Enhanced Mobility of Seniors and People with Disabilities (Full Year)”

<https://www.transit.dot.gov/funding/apportionments/table-8-fy-2020-section-5310-enhanced-mobility-seniors-and-people>.

² “Table 9: FY 2020 Section 5311 and Section 5340 Rural Area Formula Apportionments, Rural Transportation Assistance Program (RTAP) Allocations, and Appalachian Development Public Transportation Assistance Program (Full Year)”

<https://www.transit.dot.gov/funding/apportionments/table-9-fy-2020-section-5311-and-section-5340-rural-area-formula>.

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- Encourage and facilitate the most efficient use of all transportation funds used to provide passenger transportation in non-urbanized areas through the coordination of programs and services
- Assist in the development and support of intercity bus transportation

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

Section 5311 Overview

Eligible projects under 5311 consists of planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services.

- 20% for capital projects
- 50% for operating assistance
- 20% for ADA non-fixed-route paratransit service
- Up to 10% of a recipient's apportionment

Funding

Funding is formula-based for rural areas and tribal transit programs.

- Rural Formula
 - 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 Transit Program
 - \$5 million discretionary tribal program.
 - \$30 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, Federally Recognized 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.

Toll Credit Funds In lieu of Non-Federal Match Funds³

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 credits), the non-federal share match requirement in California can be met by applying an equal amount of Transportation Development Credit and therefore allow a project to be funded with up to 100% federal funds for federally participating costs. Caltrans has been granted permission by the FTA to utilize Toll Credits, and in the past

³ "Use of Toll Credits in Lieu of Non-Federal Share Match for Local Assistance Federal-Aid Highway Projects"
<https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/ob/2016/f0012533-ob14-03.pdf>.

has made credits available for FTA Section 5310, 5311, 5316, and 5317 programs. Local agencies may now use other federal funding to replace the required local match for both On-System Local Highway Bridge Program (HBP) projects and Highway Safety Improvement Program (HSIP) projects. With this option, toll credits can be applied to federal funding components in the project to achieve the 100% federal reimbursement rate.

Non-Traditional Transportation Program Funding

Transportation Alternatives Program (TAP)

Prior to MAP-21, apportionments of Transportation Enhancements (TE) were included in the State Transportation Improvement Program (STIP) for each region. MAP-21 replaced TE with the Transportation Alternatives Program (TAP) which is funded at 2% of the total of all MAP-21 programs with set-asides. TAP projects must be related to surface transportation but are intended to be enhancements that go beyond the normal transportation project functions. Eligible activities include Transportation Enhancements; Recreational Trails; Safe Routes to Schools program; and planning, designing, or constructing roadways within the right-of-way of former interstate routes or other divided highways.

In September 2013, California legislation created the Active Transportation Program (ATP). The ATP consolidates existing federal and state programs, including TAP, Bicycle Transportation Account, and Safe Routes to School into a single program with a focus to make California a national leader in active transportation.

Fixing America's Surface Transportation Act (FAST)⁴

The Fixing America's Surface Transportation (FAST) Act was signed into law in 2015 and replaced the MAP-21 Transportation Alternatives Program. The FAST Act essentially built on the changes made through the TAP. The FAST Act offers Surface Transportation Block Grants (STBG) for transportation alternatives.⁵ These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects. Eligible applicants include all entities that were eligible to apply for TAP funds. The FAST Act also allows nonprofit entities responsible for the administration of local transportation safety programs to apply. \$850 million in FAST Act funding per year was made available for FY 2018-2020.⁶

State Funding Sources

Transportation Development Act (TDA)

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 derived from 1/4 cent of the 7.25 cent retail sales tax collected statewide. The California Department of Tax and Fee Administration returns the 1/4 cent to each county according to the amount of tax collected in each county. TDA funds may be allocated under Articles 4, 4.5 and 8 for planning and program activities, pedestrian and bicycle facilities, community transit services, public transportation, and bus and rail projects. Funding allocated from Articles 4 and 8 vary by county and support public transportation systems, research and

⁴ "A Summary of Highway Provisions" <https://www.fhwa.dot.gov/fastact/summary.cfm>.

⁵ Transportation Enhancements (TE) was replaced with Transportation Alternative Program (TAP), which was then replaced by FAST Act STBG.

⁶ "Transportation Alternatives" <https://www.fhwa.dot.gov/fastact/factsheets/transportationalternativesfs.cfm>.

demonstration, local streets and roads and projects, passenger rail service operations and capital improvements, and administrative and planning costs. Article 4.5 provides up to 5% of remaining LTF funds and supports community transit services for the disabled and those who cannot use conventional transit services.

Prior to approving TDA funds for purposes other than public transportation, specialized transportation, or facilities for bicycles and pedestrians, the local Transportation Commission, sometimes referred to as the Regional Transportation Planning Agency (RTPA), conducts an annual unmet transit need process which includes a public hearing and assessment of transit. Commission staff and the local SSTAC review public comments received and compare the comments to the adopted definitions to determine if there are unmet transit needs, and whether or not those needs are “reasonable to meet.” Each RTPA is required to adopt 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.⁷

STA are revenues derived from statewide sales taxes on gasoline and diesel fuels. Eligible recipients include public transit operators. STA funds are appropriated by the legislature to the State Controller's Office (SCO). The SCO then allocates the tax revenue, by formula, to planning agencies and other selected agencies. Statute requires that 50% of STA funds be allocated according to population and 50% be allocated according to transit operator revenues from the prior fiscal year. STA is allocated annually by the local transportation commissions based on each region's apportionment. Unlike LTF, they may not be allocated to other purposes. STA revenues may be used only for public transit or transportation services. STA funds will reach approximately \$692.25 million for FY 2021.

State Transportation Improvement Program (STIP)

The STIP is a biennial five-year plan adopted by the California Transportation Commission (CTC) for major capital projects of all types. State transportation funds under STIP may be used for state highway improvements, intercity rail, and regional highway and transit improvements. State law requires the CTC to update the STIP biennially, in even-numbered years, with each new STIP adding two new years to prior programming commitments. The current structure of the STIP was initiated by SB45 in 1997. The STIP is constrained by the amount of funds estimated to be available for the STIP period in the fund estimate, which is developed by Caltrans and adopted by the Commission every other odd year. The amount available for the STIP is then constrained by formulas for regional and interregional shares per Streets and Highways Code (Sections 164, 187, 188 and 188.8). Eligible recipients include cities, counties, CTAs, transit operators, regional planning agencies, and CTCs. STIP funding is estimated to include \$2.6 billion for FY 2021-FY 2025, with \$569.4 million specified for new programming.

Social Services Funding Sources

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)⁸

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,

⁷ The concept of “unmet needs that are reasonable to meet” is discussed later in this report.

⁸ “Older Americans Act: Funding Formulas” <https://fas.org/sgp/crs/misc/RS22549.pdf>.

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.

Title III(B) funds six programs including supportive services and senior centers. Funds may be used for capital projects and operations, and to purchase and/or operate vehicles and fund mobility management services. 73% of OAA appropriations go to Title III, which consisted of \$138 million in FY 2019 and \$137 million in FY 2020. Eligible recipients include State Units on Aging (SUA) and Area Agencies on Aging (AAA). The state will match funding as listed below:

- 15% state match for Supportive Services and Senior Centers,
- 15% for Congregate and Home-delivered Nutrition Services, and
- 25% for National Family Caregiver Support Program

Title VI funds nutrition and caregiver support services to reduce the need for costly institutional care and medical interventions and responds to the needs of a culturally diverse Native American community.⁹ Funds may be used for supportive and nutrition services and transportation services, including rides to meal sites, medical appointments, grocery stores and other critical daily activity locations. Eligible recipients include Native American Tribal organizations, Alaskan Native organizations, non-profit groups representing Native Hawaiians where the tribal organization represents at least 50 Native elders aged 60 or older. \$34.2 million in grant funds for supportive and nutrition services and \$10.1 million for Native American caregiver programs were made available in FY 2019.

Regional Centers

Regional Centers are nonprofit private corporations that contract with the Department of Developmental Services to provide or coordinate services for individuals with developmental disabilities. They have offices throughout California to provide a local resource to help find and access the many services available to individuals and their families. There are 21 regional centers with more than 40 offices located throughout the state. Regional Centers provide a number of support services, including transportation services. Transportation services are provided so persons with a developmental disability may participate in programs and/or other activities identified in their Individual Program Plan (IPP). A variety of sources may be used to provide transportation through public transit; specialized transportation companies; day programs and/or residential vendors; and family members, friends, and others. Transportation services may include help in boarding and exiting a vehicle as well as assistance and monitoring while being transported.

Medi-Cal

Medi-Cal is California's health care program for low income children and adults. Medi-Cal will provide assistance with expenses for non-emergency medical transportation and nonmedical transportation trips. Eligible recipients include individuals who receive Medi-Cal through a managed care plan and who have exhausted other available transportation resources. Nonmedical transportation (NMT) consists of transportation by private or public vehicle for those without transportation while nonemergency medical transportation (NEMT) is defined as transportation by ambulance, wheelchair van or litter van. Transportation providers submit applications to the California Health and

⁹ "Services for Native Americans (OAA Title VI)" <https://acl.gov/programs/services-native-americans-aaa-title-vi>.

Human Services Agency to participate as a provider in the Medi-Cal program. Transportation expenses constitute less than 1% of Medicaid expenses.

Title XX Social Services Block Grant (SSBG)¹⁰

The Social Services Block Grant (SSBG) is a flexible source of funds provided by the Department of Social Services. States use SSBG FUNDS to support a variety of social services for vulnerable children, adults and families to achieve five broad goals, including: reduce dependency, achieve self-sufficiency, protect children and families, reduce institutional care by providing home/community based care, and provide institutional care when other forms of care are not appropriate. 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 organized into 29 service categories, including childcare, child welfare, services for persons with disabilities, transportation, case management services and protective services for adults. Eligibility is determined by the State, and can include Child Welfare Services, Foster Care, Deaf Access, Community Care Licensing, CDE Child Care, Department of Developmental Services programs. TANF block grants may also be transferred into SSBG grant programs. Title XX SSBG programs included \$1.7 billion in FY 2019 nationally.

Community Services Block Grant (CSBG)¹¹

The Community Services Block Grant is provided by the Department of Health and Human Services. CSBG is designed to assist low income persons through different services: employment, housing assistance, emergency referrals, and nutrition and health. CSBG supports services and activities for low income persons including the homeless, migrants and the elderly that alleviate the causes and conditions of poverty in communities. States, federally and state recognized Native American tribes and tribal organizations, Community Action Agencies, 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. \$725 million in grants were provided inn FY 2019 and reauthorization is currently pending.

Consolidated Health Center Program¹²

Consolidated Health Center Program funds are provided by the Department of Health and Human Services. They are used to offer access to health centers that provide comprehensive primary and preventative health care to diverse and medically underserved populations. Centers provide care at special discounts for people with incomes below 200% of the poverty line. Health centers can use funds for center-owned vans, transit vouchers and taxi fare. Eligible organizations include all community-based organizations, including tribal based and faith-based organizations that contribute to patients' health care.

Community Mental Health Services Block Grant

This program provided by the Department of Health and Human Services provides a flexible fund to support comprehensive, community-based mental health services for those with serious mental illnesses. Funds can be used for a variety of mental illness prevention, treatment, and rehabilitation services. This grant program includes mandatory set-asides for programs addressing the needs of those with early serious mental illness, children with serious mental and emotional disturbances, mobile crisis units, crisis stabilization beds, and crisis call centers. Grants

¹⁰ "SSBG Fact Sheet" <https://www.acf.hhs.gov/ocs/resource/ssbg-fact-sheet>.

¹¹ "Community Services Block Grant" <https://www.benefits.gov/benefit/825>.

¹² "Consolidated Health Centers" <https://www.benefits.gov/benefit/610>.

are awarded for both the health services and supporting services including the purchase and operation of vehicles to transport patients to and from appointments. Additionally, funds can be used to reimburse those able to transport themselves. Eligible recipients include states, territories, and county mental health departments. Available national funds included \$723 million in FY 2020 and \$757.6 million in FY 2020.

Substance Abuse Prevention and Treatment Block Grant

The Substance Abuse Prevention and Treatment Block Grant (SABG) Program was authorized to provide funds for the purpose of planning, implementing, and evaluating activities to prevent and treat substance abuse among targeted populations and service areas, including pregnant women and women with dependent children, intravenous drug users, tuberculosis services and early HIV/AIDS intervention. At least 20% of funds must be spent towards substance abuse primary prevention strategies. Transportation-related services may be broadly provided through reimbursement of transportation costs and mobility management. It is the largest Federal program dedicated to improving publicly funded substance abuse prevention and treatment systems.¹³ 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. Eligible recipients include states, territories and tribal governments. Program funds included \$1.86 billion in FY 2020 nationwide and is anticipated to apportion \$254 million in FY 2021 for the State.¹⁴

Child Care and Development Block Grant (CCDBG)

This program provides subsidized childcare services to low income families. Although the grant is not a direct source of transportation funds, services may be covered by voucher payments if childcare providers provide transportation. This can include driving the child to and from appointments, recreational activities, and more. Eligible recipients include states and recognized Native American tribes. There are no matching requirements for discretionary or mandatory funds; however, Medicaid has a matching rate for the remaining portion of mandatory funds. CCDBG national funds totaled approximately \$5.2 billion in FY 2019 and will increase to \$7.7 billion in FY 2020.

Developmental Disabilities Projects of National Significance

The purpose of this program is to create and enhance opportunities for individuals with developmental disabilities and their families to contribute to and participate in all facets of community life. Priorities include improving state employment policies and outcomes, collecting data and providing technical assistance, and to support 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 a variety of short term (1-5 year) projects addressing critical issues affecting individuals with developmental disabilities and their families, mandatory set-aside for transportation assistance activities, training of personnel on transportation issues pertaining to mental disabilities, and reimbursement of transportation costs. Eligible recipients include state, local, public or private non-profit organizations or agencies. PNS funding totaled \$12 million nationally in FY 2018, including \$1 million for transportation assistance activities for older adults and people with disabilities.

Head Start

This program provides grants to local public and private agencies to provide comprehensive child development

¹³ "Fact Sheet: Substance Abuse Prevention and Treatment Block Grant"
https://www.samhsa.gov/sites/default/files/sabg_fact_sheet_rev.pdf.

¹⁴ House Appropriations Bill 2020 Report.
https://appropriations.house.gov/sites/democrats.appropriations.house.gov/files/FY2020%20LHHS_Report.pdf.

services to low income children and families and promote school readiness from birth to age five, focusing on local needs. Funds may be used for program expansion and discretionary funds. Head Start programs provide transportation services for children 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. Eligible recipients include local public and private non-profit and for-profit agencies. Matching requirements consist of a 20% grantee match through cash and in-kind donations. Head Start funds totaled \$10.1 billion in FY 2019 and increased to \$11.6 billion in FY 2020.

Temporary Assistance to Needy Families (TANF)/CalWORKs

TANF is the federal program that funds CalWORKs. TANF provides temporary cash aid to needy families, including supportive services such as job services, transportation, and childcare. Recipients are required to participate in activities that assist them in obtaining employment. Supportive services are provided to enable recipients to participate in these activities. States, federally recognized Native American tribes, and families defined as eligible in the TANF state plan can receive this funding. TANF funding totaled \$16.6 billion with \$3.7 billion allocated for California, approximately 2.9 billion of which was used to fund maintenance-of-effort (MOE) expenditures. CalWORKs funding totaled \$4.86 billion in FY 2019 and \$5.25 billion in FY 2020.

Community Development Block Grants (CDBG)¹⁵

CDBG are funds from the federal Department of Housing and Urban Development that are given to the state to disseminate among all eligible 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. Specifically, funds may be used for activities related to housing, real property, public facilities, economic development, public services.

The annual CDBG appropriation is allocated between state and local jurisdictions and are 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). Eligible recipients include state and local jurisdictions, where at least 70% must be used for activities that benefit entitlement communities and 30% must be used amongst smaller towns and rural counties. Administration costs in excess of \$100,000 must be matched. CDBG national funding totaled \$3.4 billion in FY 2020 with \$400 million apportioned for California.

Other Sources

This section summarizes a number of other transportation support sources.

Private and Non-Profit Foundations

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

¹⁵ “CPD Appropriations Budget/Allocations” https://www.hud.gov/program_offices/comm_planning/budget.

Service Clubs and Fraternal Organizations

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

AB 2766 (Vehicle Air Pollution Fees)

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

Traffic Mitigation Fees

Traffic mitigation fees are one-time charges on new developments to pay for required public facilities and to mitigate impacts created by or reasonably related to development. There are a number of approaches to charging developers; these fees must be clearly related to the costs incurred as a result of the development with a rational connection between fee and development type. Furthermore, fees cannot be used to correct existing problems or pay for improvements needed for existing development. A county may only levy such fees in the unincorporated area over which it has 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 but important source of funding for many transit services is on-vehicle advertising. Local transit agencies may enhance their efforts by pursuing 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. For example, some vacation resorts or tribal casinos provide multi-purpose transportation services.

In-Kind

In-kind contributions can take many forms. Donations can range from financial contributions to the donation of a vehicle, a transit bench, and right of way for bus stops as well as contributions by local businesses in the form of featuring transit information and/or selling transit tickets.

2.0 Demographics Profile¹⁶

Modoc County is located in the far northeast corner of California, bordered by Oregon to the north and Nevada to the east. The area is mountainous and abundant in wildlife, serving its economy based in agriculture, forestry, and recreation.

2.1 Target Population Characteristics

County Data

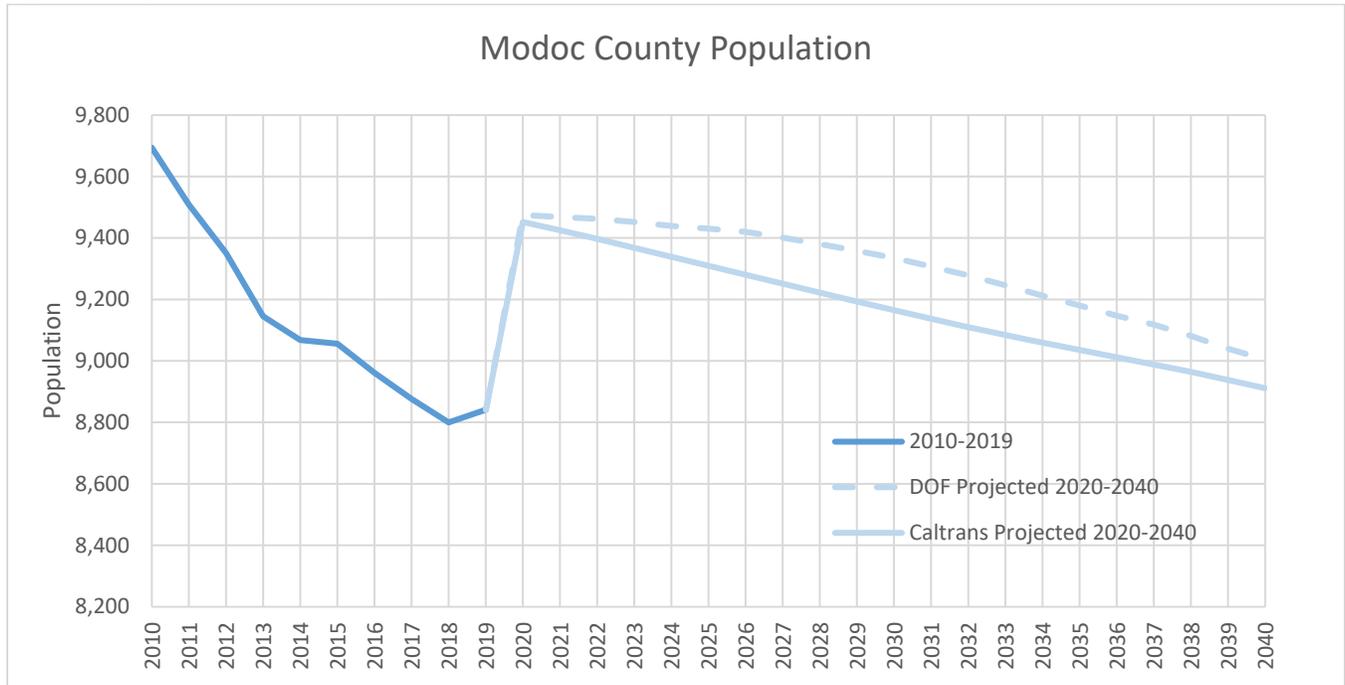
Nationwide, transit system ridership is drawn largely from various groups of persons who make up what is often called the “transit dependent” population. This category, also described as transportation disadvantaged, includes elderly persons, persons with disabilities, and low-income persons. In addition, veterans, members of households with no available vehicles, and passengers with limited English proficiency may have transportation needs that differ from the general public.

Modoc County has an estimated total population of 8,938, or 0.02% of California’s population, ranking it the third smallest county in the state. The proportion of the county’s population that is transit dependent is higher than both state and national averages. Figure 1 and Table 1 below provide population characteristics, including details of the key demographic groups for this report: seniors, individuals with disabilities, and low-income individuals. For comparison, the total population and percent of these demographic groups is also presented for California and the United States.¹⁷

¹⁶ The language and information from this section were taken from Modoc County’s 2015 Coordinated Plan-Human Services Transportation Plan and 2018 American Community Survey

¹⁷ Data from the State of California’s Department of Finance is also referenced in this section. Note that the data from the U.S. Census Bureau and Department of Finance slightly differ from one another because of years the data represent as well as differences in the sources of data and methodology of calculation.

Figure 1: Population Trendline 2020-2040



Source: U.S. Census Bureau, Annual Estimates for the Resident Population for Counties.
 California Department of Finance, P-1. Vintage 2019 (2020.1.10) County Population Projections.
 California Department of Transportation, Vintage 2019 Long-Term Socio-Economic Forecasts by County.

The population of Modoc County has more than doubled since its founding. However, according to American Community Survey (ACS) 5-Year data, between 2008 and 2018, Modoc County experienced gradual, though uneven, population decline. This decline is projected to continue in the coming decades.

Table 1: Target Population Characteristics

| Area | Total Population | % persons aged 65+ | % persons w/ disability | % poverty level | % veterans | % speak English less than “very well” |
|---------------|------------------|--------------------|-------------------------|-----------------|------------|---------------------------------------|
| Modoc | 8,938 | 25.7% | 18.1% | 19.1% | 12.0% | 5.8% |
| California | 39,148,760 | 13.6% | 10.4% | 12.8% | 5.4% | 18.1% |
| United States | 322,903,030 | 15.2% | 12.6% | 13.1% | 7.5% | 8.5% |

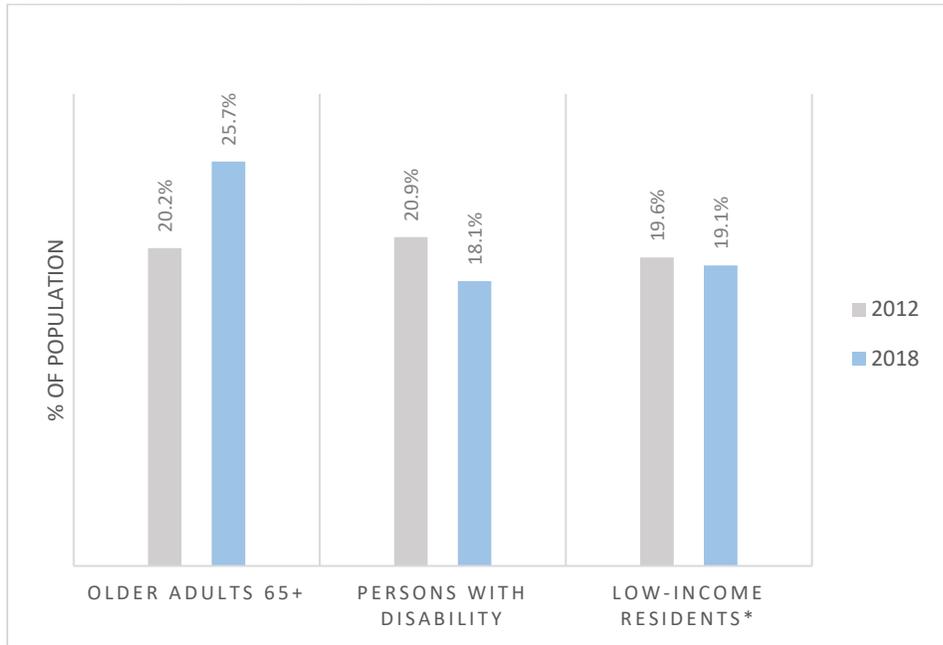
Source: U.S. Census Bureau: American Community Survey (ACS), 2018 5-year Estimate

*Source: U.S. Census Bureau: Small Area Income and Poverty Estimates (SAIPE), 2018

Changes among Target Populations

Figure 2 provides information reflecting the changes among target populations in recent years. Since 2012, Modoc County’s older adult population has grown, while overall poverty levels have decreased.

Figure 2: Changes Among Target Populations



Source: U.S. Census Bureau: American Community Survey (ACS), 2012 and 2018 5-year Estimate

*Source: U.S. Census Bureau: SAIPE, 2012 and 2018

Older Adults

To better understand how the older adult population in Modoc County is changing, refer to Table 2, which shows the total number of older adults (65 and older) in 2010 along with projections for every decade until 2060. As is the case nationwide, the population in Modoc County is aging.

Using California’s Department of Finance population projection data, between 2010 and 2060, Modoc County’s population that is over the age of 65 is not expected to change significantly (see Table 2). During the same time period, the population under the age of 65 is expected to decrease by 14%. By 2060, approximately 23% of the County’s population will be older adults. The largest proportional change will be among adults over the age of 85.

Table 2: Population Projections for Older Adults

| Age Group | 2010 | 2020 | 2030 | 2040 | 2050 | 2060 | Population Change 2010-2060 |
|----------------------------|-------|-------|-------|-------|-------|-------|-----------------------------|
| Under 65 | 7,766 | 6,896 | 6,589 | 6,672 | 6,729 | 6,652 | -14.3% |
| 65-74 (Young Retirees) | 1,118 | 1,378 | 1,143 | 826 | 738 | 937 | -16.2% |
| 75-84 (Mature Retirees) | 579 | 835 | 1,057 | 881 | 641 | 595 | 2.8% |
| 85+ (Seniors) | 225 | 366 | 546 | 625 | 551 | 407 | 80.9% |
| Subtotal Pop: Age 65+ | 1,922 | 2,579 | 2,746 | 2,332 | 1,930 | 1,939 | 0.9% |
| % Older Adults | 19.8% | 27.2% | 29.4% | 25.9% | 22.3% | 22.6% | 13.8% |

Source: California Department of Finance, State and County Population Projections by Major Age Groups, January 2020

People with Disabilities¹⁸

According to the ACS, 18.1% of the non-institutionalized population of Modoc County population had a disability in 2018. This proportion is higher than both the California and national average (see Table 1). In Modoc County, the top three disability issues for those disabled under 18 are vision, cognitive, and hearing difficulties. For those disabled between ages 18 and 64, the top three disability issues are ambulatory, independent living, and cognitive difficulties. For those 65 and older, the top three disability issues are ambulatory, hearing, and independent living difficulties. 41.1% of the non-institutionalized population in Modoc County that is 65 and older has a disability.

These disability statistics, which cover six disability types, were produced based on questions introduced to the ACS in 2008.¹⁹ Because of changes in questions, one must be cautious when comparing previous Census/ACS disability data.

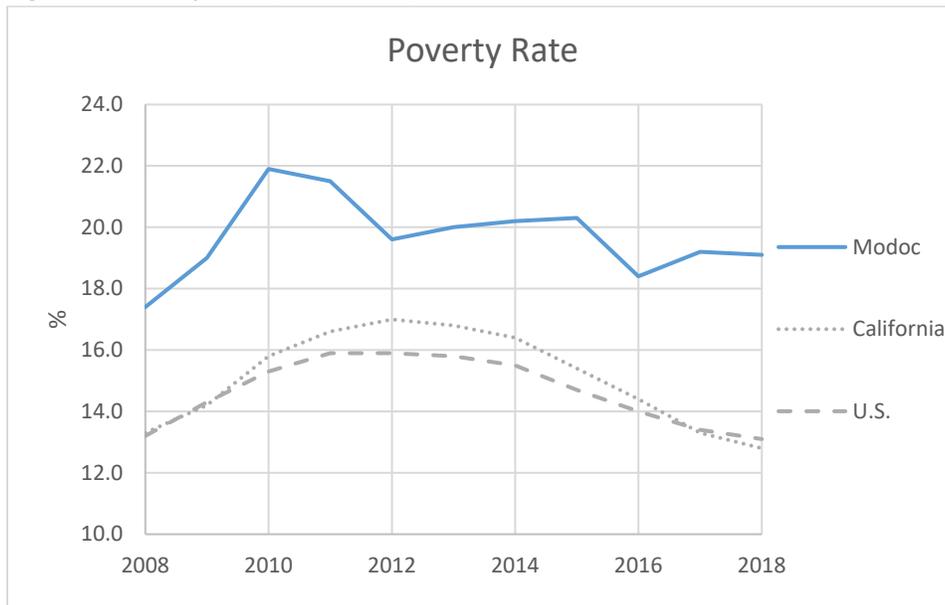
Low-Income Residents

According to the Small Area Income and Poverty Estimates (SAIPE) produced by the U.S. Census Bureau, 1,631 persons, or 19.1% of the population, in Modoc County live below the federal poverty level. In the past decade, the Modoc County poverty rate has been consistently higher than both state and national rates, currently 12.8% and 13.1%, respectively.

¹⁸ "Disability." ACS. <https://www.census.gov/topics/health/disability/guidance/data-collection-acs.html>

¹⁹ For more information, please visit the Census Bureau's page on Disability and American Community Survey at <https://www.census.gov/topics/health/disability/guidance/data-collection-acs.html>.

Figure 3: Poverty Rate (2008-2018)



Source: U.S. Census Bureau: SAIPE, 2008-2018

Vehicle Access

The vehicle availability of Modoc County households is examined in Table 3. 2018 ACS data shows that the majority (96%) of households have access to one or more vehicles.

Table 3: Household Vehicle Availability

| Households with: | |
|--------------------|-------|
| 0 vehicle | 4.0% |
| 1 vehicle | 37.6% |
| 2 vehicles | 33.7% |
| 3 or more vehicles | 24.8% |

Source: U.S. Census Bureau: ACS, 2018 5-year Estimate, Physical Housing Characteristics for Occupied Housing Units

Table 4 below summarizes the mode of transportation utilized by the working population. The majority (72%) of all workers are driving alone, while no workers utilize public transportation as a means of transportation to work.

Table 4: Means of Transportation to Work

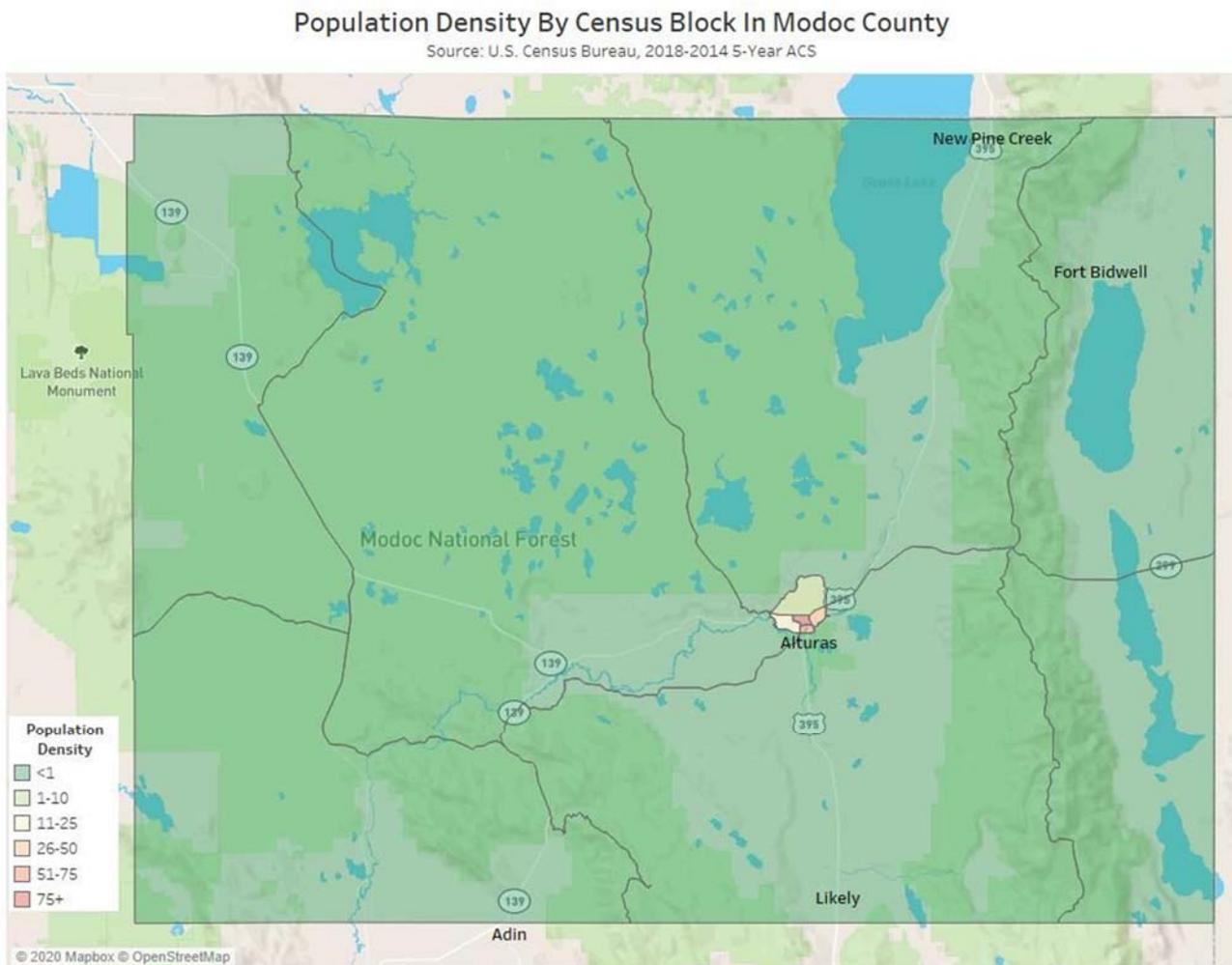
| | |
|--|-------|
| Working population (16 years and over in households) | 2,872 |
| Travel to work by: | |
| Car, truck, van – drove alone | 72.4% |
| Car, truck, van – carpooled | 7.7% |
| Public transport | 0.0% |
| Walked | 3.6% |
| Taxi, motorcycle, bike, other | 1.0% |
| Work at home | 15.3% |

Source: U.S. Census Bureau: ACS, 2018 5-year Estimate, Means of Transportation to Work by Vehicles Available

2.2 Distribution of Transit Services and Persons

Modoc County has a population density of approximately 2.3 persons per square mile. For comparison, the population density for the state of California is 256 persons per square mile. With a land area of 4,100 square miles and a decreasing population, Modoc County has one of the lowest population densities in the state. 29% of the County’s residents reside in Alturas, the county’s seat and only incorporated city. Additional population clusters exist around the towns of Canby and California Pines. East-west State route (SR) 299 and north-south US 395 are major routes in the area. SR 139 extends northwest at its junction with SR 299 in Canby and travels up to the Oregon border.

Figure 4: Population Density



3.0 Existing Transportation Resources

This section documents the various transit providers and resources that serve Modoc County, including public, private, and social service providers. Particular focus is given to providers that meet the transportation needs of older adults, persons with disabilities, and persons of low income.

Regional Transportation Planning Agency (RTPA): Modoc County Transportation Commission (MCTC) serves as the planning and programming authority for transportation projects in the county.

Consolidated Transportation Services Agency (CTSA): Modoc Transportation Agency (MTA) is a Joint Powers Authority (JPA) between the County of Modoc and the City of Alturas, formed in 1997 to provide public transit services.

3.1 Key Origins and Destinations²⁰

Many services in the Modoc region are concentrated in the City of Alturas, making it a major travel destination. According to the 2019 SSTAC Unmet Needs Survey, popular destinations include school, probation, mental health services, the senior center, doctors, physical therapy, and stores.

Key destinations outside of Modoc County include:

- Redding, McArthur, Burney – Shasta County, California
- Lassen Community College in Susanville – Lassen County, California
- College of the Siskiyous in Weed – Siskiyou County, California
- Klamath Falls – Klamath County, Oregon
- Reno – Washoe County, Nevada

3.2 Public Transit Service

Modoc Transportation Agency (MTA)²¹

MTA oversees Sage Stage, the local and regional public transportation service of the county. Sage Stage provides intercity/commuter fixed routes and demand response services. Transit operations, including driver training, and licensing, and MCTC staff provides dispatching support.

Trip reservations for intercity trips can be made online or by phone between Monday 8:00 AM and Friday 5:00 PM. Demand response services can be made the same day by calling the driver and based on seating availability. All vehicles are equipped for wheelchairs and mobility devices up to 600 pounds. Service animals are welcome but must be on leash or in a pet carrier.

Fixed Bus Routes: Sage Stage buses will pick up at designated bus stops or “flag stops” along the route where it is safe to stop. However, arrangements can be made for pick up at other locations.

²⁰ This text paraphrased from the 2015 Modoc County Coordinated Plan

²¹ Language and information in this section are taken from the 2015 Modoc County Coordinated Plan and 2019 Modoc Regional Transportation Plan

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Alturas-Susanville-Reno: Monday, Wednesday, Fridays 8:00 AM, return 1:30 PM

Alturas to Redding: Tuesdays 7:30 AM, return 12:30 PM

Alturas to Klamath Falls: Thursdays 8:00 AM, return 1:30 PM

Alturas to Canby: Tuesday, Thursdays 7:30/8:00 AM, return 12:50 PM

Local Bus: Mondays through Fridays, 7:45 AM – 5:15 PM. This is a door-to-door, shared transportation service offered within 10 miles of Alturas.

Demand Response: The MTA provides general public demand response service weekdays between 7:45 AM and 5:15 PM. This service is provided within a 10-mile radius of Alturas, including to and from Modoc Estates and Cal Pines subdivisions. Sage Stage provides curb-to-curb service to the general public and door-to-door access for elderly and disabled persons. Subscription services are available for recurring trips. At the end of Fiscal Year 2017/18 Sage Stage provided 10,765 local rides through this service. This was a 90% increase over FY 2014/15 and was primarily due to a decrease in boarding fares.

Table 5: Sage Stage Fares

| Intercity Route | | | |
|------------------------|----------------------------------|--------------|---------------|
| Route | Origin to Destination | General Fare | Discount Fare |
| US 395 | Alturas to Susanville | \$18.00 | \$13.50 |
| | Susanville to Reno | \$22.00 | \$16.50 |
| | Alturas to Reno | \$32.00 | \$24.00 |
| | Likely/Ravendale to Reno | \$28.00 | \$21.00 |
| | Likely/Ravendale to Susanville | \$15.00 | \$11.00 |
| | Likely to Alturas | \$8.00 | \$6.00 |
| SR 299 | Alturas to Burney | \$16.00 | \$12.00 |
| | Burney to Redding | \$12.00 | \$9.00 |
| | Alturas to Redding | \$26.00 | \$19.50 |
| | Canby to Redding | \$21.00 | \$16.00 |
| | Adin/Bieber to Redding | \$16.00 | \$12.00 |
| | Alturas to Cedarville | \$8.00 | \$6.00 |
| SR 139 | Alturas to Canby | \$8.00 | \$6.00 |
| | Alturas to Klamath Falls | \$18.00 | \$13.50 |
| | Newell/Tulelake to Klamath Falls | \$6.00 | \$4.50 |
| Day Tripper | Alturas to Klamath | \$35.00 | \$26.00 |
| | Alturas to Redding | \$50.00 | \$38.00 |
| Demand Response | | | |
| Range | Zone | General Fare | |
| 0.0 – 2.0 miles | 1 - Within the City of Alturas | \$1.00 | |
| 2.1 – 5.0 miles | 2 - To Modoc Estates | \$2.00 | |
| 5.1 – 10.0 miles | 3 - To California Pines | \$3.00 | |

Source: Sage Stage, Fares.

Table 6: Sage Stage System-Wide Performance Statistics

| Route | FY 2014/15 | FY 2015/16 | FY 2016/17 | FY 2017/18 | FY 2018/19 |
|------------------------|------------|------------|------------|------------|------------|
| Reno | 2,325 | 2,436 | 1,999 | 1,367 | 1,625 |
| Redding | 91 | 726 | 561 | 255 | 264 |
| Klamath Falls | 51 | 726 | 527 | 385 | 379 |
| Demand Response | 6,159 | 11,778 | 9,374 | 6,647 | 11,865 |
| Total System Ridership | 8,626 | 15,666 | 12,461 | 8,654 | 14,133 |

Source: 2019 Modoc Regional Transportation Plan.

3.3 Social Service Transportation

Modoc Work Activity Center, Dimensional Association Resources and Training (DART)

Modoc Work Activity Center is a vocational rehabilitation program based in Alturas, CA. It provides education, work training, and transportation for people with disabilities.

T.E.A.C.H., Inc.

T.E.A.C.H., Inc. is a nonprofit organization that provides services to Modoc County residents, including seniors and children. Their Senior Services office will provide a no cost voucher for Sage Stage bus services. Seniors 60 years and older are eligible.

California Tribal Temporary Assistance for Needy Families (TANF)

The California Tribal TANF Partnership (CTTP) was established in 2003 to provide educational training, career and employment opportunities to Native American tribes. Services to eligible families include job training, GED training, technical skills training, job search and readiness training as well as transportation to and from these trainings. In Modoc, CTTP serves eligible members of Federally Recognized Tribes and their families and descendants who reside in the off-reservation areas of Modoc County and on the Fort Bidwell Indian Community Reservation.

Warner Mountain Indian Health Program

The Warner Mountain Indian Health program provides medical transportation to tribe members from the Fort Bidwell Reservation to Modoc and Cedarville. This service provides transportation to tribal members as long as they are traveling for medical appointments.

Cedarville Rancheria

Cedarville Rancheria is a small Federally Recognized tribe comprised of 35 members. They provide transportation and mileage reimbursements for seniors, people with disabilities, and low-income individuals.

Pit River Health Services

Pit River Health Services (PRHS) is located in Burney, California, along with a satellite clinic on the X-L reservation in Alturas. PRHS offers medical care, dental care, behavioral health services, community health outreach services, senior nutrition services and transportation services. Eligible Native Americans and Alaskan Natives living within the 100-

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square mile service area are eligible for transportation services to approved medical, dental, and referral appointments. No transportation is available for appointments scheduled after 4:30 PM.

Strong Family Health Center

The Strong Family Health Center provides inter-tribal healthcare, including health and youth services. They offer transportation to health care and social services.

Healthy Beginnings

The Healthy Beginnings Program is a collaboration between Public Health and Behavioral Health that provides case management and home visits to families with children under the age of five. Services can include transportation assistance for a child's medical and dental appointments.

Child Health and Disability Prevention Program

The Child Health and Disability Prevention (CHDP) Program supports low income children and youth with health assessments and services. Modoc County CHDP can provide coordination for transportation to medical appointment and other services.

Modoc Early Head Start

Modoc Early Head Start (EHS) is a federally funded program administered by the Modoc County Office of Education. As part of their services, transportation or gas vouchers can be provided to help families travel to medical appointments or to the Center for home visits as needed. EHS owns their own fleet of vehicles.

Modoc Joint Unified School District

The Modoc Joint Unified School District (MJUSD) provides student transportation along three bus routes: Canby/Cal Pines, Modoc Estates/Davis Creek, and Westside/Madeline. Service runs from approximately 7:00 AM to 4:30 PM.

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 center provides transportation to clients in various forms including vouchers and mileage reimbursement.

Modoc County Veterans Services

The Modoc County Veterans Services Department provides transportation to medical appointments in Susanville and Reno based on numbers and demand, limited to two days a week. A local transportation coordinator coordinates rides and volunteer drivers.

On Wednesdays, the shuttle can be used for transportation to the Diamond View VA Clinic in Susanville. On Thursdays, the shuttle can be used for transportation to the VA Sierra Nevada Health Care System campus in Reno, Nevada. Drivers pick up in Alturas, Likely, Madeline, and Ravendale before travelling down to Reno.

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Canby Family Practice Clinic

Canby Family Practice Clinic, now owned and operated by the Modoc Medical Center (MMC), provides gas vouchers to low-income, disabled or senior members of the community to access services at the clinic. The MMC Ambulance Service deliver professional and compassionate care to anyone needing emergency services. The ambulance service provides emergency medical assistance to Modoc County.

Modoc Medical Center – Warnerview

The Medical Center provides ambulance services for patients 24 hours a day, 7 days a week. The hospital purchased a surplus bus from Sage Stage in 2014; they transport their residents to specialized medical trips and field trips.

Surprise Valley Healthcare District

The Surprise Valley Healthcare District maintains a volunteer basic life support ambulance service for the citizens of Surprise Valley.

American Cancer Society – Road to Recovery

The Road to Recovery program from the American Cancer Society connects volunteer drivers with cancer patients who are in need of transportation to and from appointments and are unable to drive themselves or utilize alternative forms of transportation. This service is open to all cancer patients. Patients must be travelling to an appointment required to begin, or complete cancer treatment. Reservations for this program must be made four days prior to the appointment.

Modoc County Department of Health Services

Sage Stage provides Health Services clients transportation through fare cards.

Modoc County Department of Social Services

When applying for Medi-Cal, Community Health Advocates can provide transportation to application locations at T.E.A.C.H. Inc., or at Modoc County Department of Social Services.

Alliance for Workforce Development, Inc.

Alliance for Workforce Development, Inc. provides transportation to support individuals seeking employment. Clients may utilize services to access programs, job sites, health care appointments, and education and job training.

Modoc County CalWORKs

Modoc County CalWORKs provides transportation, through Sage Stage, to clients in support of securing employment.

California Department of Rehabilitation

The California Department of Rehabilitation in Modoc County provides transportation for health care in support of employment training. Services include mileage reimbursement, gas vouchers, carpool/fuel sharing reimbursements, and Sage Stage fare cards.

Southern Cascades Community Services District

Southern Cascades Community Services District is a multi-county government entity that provides emergency medical (prehospital) advanced life support care and transport to the 1670 square miles of our district in southern Modoc and Northern Lassen Counties. They provide non-emergency medical transport (non-medical transport and non-emergent medical transport) to all of Modoc, Lassen and parts of Siskiyou and Shasta counties. The Non-Emergency Medical Transportation Division can transport ambulatory, wheelchair, and gurney patients with or without basic life support care needs. Some examples of non-emergent medical transport include visits to the pharmacy, medical appointments, chiropractor, and dental and vision appointments. Transportation is also available to medical facilities as far away as Los Angeles, Portland, Sacramento, and the Bay area. Rates are based on mileage and ambulatory, wheelchair, or gurney transport. Additionally, at the Southern Cascades Operations Base in Adin, they provide a restricted helicopter base which hosts an EMS helicopter equipped and staffed by critical care flight nurses and critical care flight paramedics. This resource is available 24/7 to all Modoc County and the rest of north eastern California. There is a total of four ambulatory transport vehicles, four wheelchair/ambulatory combination vehicles (NEMT), four combination gurney/ wheelchair vans, and one dedicated gurney van (NEMT). Transportation vehicles are posted throughout Modoc, with three posted in Alturas and three in Adin. Others are in Susanville, Fall River Mills, Burney and Doris California. Vehicles can be moved to accommodate trip needs on an on-demand basis.

3.4 Interregional Transportation Service

Amtrak

There are no Amtrak stations, or stops in Modoc County, however, Sage Stage does provide one round trip per day on Monday, Wednesday and Friday, to Reno, on Thursday to Klamath Falls and on Tuesday to Redding. These intercity routes connect passengers with the Amtrak stations in those cities.

Greyhound

There are no Greyhound terminals or stops in Modoc County; however, Sage Stage does provide one round trip per day on Monday, Wednesday, and Friday, to Reno, on Thursday to Klamath Falls, and on Tuesday to Redding, which connects passengers with the Greyhound terminals in those cities.

Adin Airport

Adin Airport is a County operated airport in Adin. Aircraft operations average 100 arrivals/departures per year.

Alturas Municipal Airport

Alturas Municipal Airport is a City-owned, public-use airport in Alturas. Aircraft operations average 8,000 per year.

California Pines Airport

California Pines Airport is a single-runway airport in Alturas, operated by the California Pines Community Service District (CSD). Aircraft operations average 200 arrivals/departures per year.

Cedarville Municipal Airport

Cedarville is a County operated, single-runway airport. Aircraft operations average 2,300 arrivals/departures per year.

Fort Bidwell Airport

Ft. Bidwell Airport is a County operated airport. Aircraft operations average 100 arrivals/departures per year.

Tulelake Municipal Airport

Tulelake Municipal Airport is a County operated airport in Tulelake. Aircraft operations average 13,000 arrivals/departures per year.

Connection from Humboldt to Reno

In late 2020 the possibility of coordinating the transit plans of various counties in northern California that would connect Humboldt County to Mono County was discussed. It is still too early to tell whether this plan is possible or feasible. However, if this plan were to be successfully implemented, it would offer residents in northern California counties a way to travel down the coast and into Nevada or vis versa using public transportation.

4.0 Coordination of Service

The various transportation providers and social service agencies in a county require coordination to compile information, avoid duplication of services, and cover as many community transportation needs as they are able. The state legislature sought to address this need for coordination with 1979 Assembly Bill 120, named the Social Services Transportation Improvement Act. The bill allowed for the designation of a Consolidated Transportation Service Agency (CTSA) for each county. CTSA's are charged with improving the transportation quality for the county, particularly for transportation disadvantaged and dependent groups, by reducing inefficiencies and service gaps, and improving availability and cost-effectiveness. This can include identifying opportunities for agencies to share vehicles, eliminating duplicate routes, synchronizing schedules, and increasing awareness of specialized transportation.

The CTSA for Modoc County is the Modoc Transportation Agency (MTA), which also serves as the main public transportation provider.

4.1 Previously Identified Barriers to Coordination

During outreach for the previous Coordinated Plans, service providers and other stakeholders identified barriers that prevented coordination of services in Modoc County and would be areas of interest for the CTSA to address.

Barriers to Coordination

Funding restrictions: Providers are limited by both a lack of funds and restricted use of the funds they do obtain. For example, many organizations can only use their vehicles to transport their own clients, which reduces the opportunities for coordination.

Culture of independence: Some agencies and social service organizations operate very independently and do not actively seek out collaboration with other groups

Integration issues: Prior to the establishment of Sage Stage, the Modoc Work Activity Center provided public transit. During this service, they found that some riders without developmental disabilities would not ride with people with developmental disabilities. Residents with developmental disabilities continue to use Modoc Work Activity Center transportation and Sage Stage.

Geography: The low density and lack of a major population center is a barrier to efficiency and full coverage.

Insurance restrictions: Insurance restrictions on volunteer drivers made new volunteer participation and coordination with other transportation services difficult.

Privacy: Sage Stage is part of the Emergency Services Plan for the region. This could include assisting in the evacuation of those who need extra assistance such as patients in hospitals, seniors and the disabled. Privacy issues, such as HIPAA, could prevent the information necessary for Sage Stage to identify those in need of assistance in a timely manner from being obtained.

Knowledge Gaps: Both the public and entities that provide transportation have limited knowledge about what services are provided. Many members of the public do not have knowledge of all services provided by Sage Stage and many organizations, including Sage Stage, do not know all services provided by other agencies. This knowledge gap makes coordination very difficult.

Duplication of Services

In the previous Coordinated Plans, providers noted that not all transportation service vehicles were regularly used, and storage of them was done independently. This was considered a duplication of services, as the same level of service could be provided with a smaller fleet.

4.2 Contemporary Coordination Issues

The foundation and benchmark for this plan was the 2015 Coordinated Plan. SSTAC and transportation commission meeting minutes, regional transportation plans, short range transit plans, and other documents informed this plan along with information from the public and stakeholders. Input was collected through outreach meetings, surveys (online, paper, and phone), communication with county contacts, and comments from the public.

Despite the efforts to be discussed in Section 5, Modoc County still faces contemporary barriers to coordination. The Modoc County Transportation Commission built interagency coordination goals into its 2020/21 Overall Work Plan. This included intention to coordinate with Tribal Councils, social service agencies, regional goods movement and freight providers, and members of underrepresented groups.

Barriers to Coordination

Barriers identified in the last coordinated plan like funding issues, integration issues, geography are still issues today for Modoc County. Additional issues and barriers to coordination and challenges in providing transportation services emerged in the writing of this update. These issues are discussed more in detail below.

Culture of independence: It has been noted that Modoc residents relies heavily on personal vehicles. This independence among some groups makes providing public transportation services to transit dependent populations harder especially with the problems in funding.

Insurance Requirements: As previously noted in the 2015 report, insurance issues created a problem for the volunteer participation and coordination. This has resulted in no longer having volunteers in the program due to the insurance restrictions.

Big Valley 50+: Big Valley 50 Plus provides meals, meal delivery, shuttle transportation, recreational activities, and other resources for all residents of the Big Valley Area. An opportunity for coordination identified in the 2013 Short-Range Transit Development Plan (SRTDP) was for MTA to work with Big Valley 50+ to improve transportation service in the Big Valley region.

Duplication of Services

There is currently no documented duplication of services in Modoc County. Significant steps have been taken to try and limit duplication of services by communicating with tribal councils, local agencies, and organizations. In 2020, the MCTC applied to donate a minivan formally used for a pilot program that has since been discontinued to the Fort Bidwell Reservation so they can use the van to meet transportation needs in the reservation.

5.0 Progress

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

Success/ Progress in Coordination Since 2015

Coordination between transportation and other service providers can increase populations served and awareness of resources, while reducing redundancy and costs for the county. Barriers to such coordination efforts were identified through the stakeholder engagement process for previous Coordinated Plans. While some barriers linger or are unfeasible to address with current resources, the county has made significant progress on other coordination efforts, all of which are discussed here.

As previously described in section 3.4, the Modoc County Transportation Commission is in talks to coordinate a plan that would provide a service from Humboldt County into Mono County and into Reno, Nevada. It is still early in the process, but this service shows a willingness from counties to work together on the coordination of services in the region.

Barriers to Coordination

Funding restrictions, a culture of independence among its residents and agencies, integration issues, and geographical restraints remain barriers to coordination and expansion of transport services. These barriers were first identified in 2008 and remain classified as such because many of them are beyond the scope of a transportation agency. Insurance

restrictions on volunteer drivers were also identified as an obstacle, but the county will not be pursuing volunteer participation for the time being.

Knowledge Gap: Since then, MTA has improved their website to improve information access, and Dial-A-Ride has carried out a marketing campaign called “Easy as 1-2-3”, which has contributed to a significant increase in awareness and ridership. Additionally, MTA has done outreach at health fairs and switched from vouchers to agency-specific fare cards, which is discussed in detail below.

Big Valley 50+: The MTA collaborated with them on a 5310-grant application for which Big Valley 50+ was successful. Big Valley 50+ obtained a van for runs in Bieber and Nubieber, and MTA continues to refer clients to them. MTA also provided wheelchair securement training to Big Valley 50+ drivers.

Duplication of Services

Duplication of services is no longer a significant barrier, in part owed to MTA’s successful initiative to simplify the voucher system for social service agencies. This was an explicit goal MTA and CalWORKs staff outlined in the 2013 SRTDP and repeated in the 2015 Coordinated Plan. The MTA switched from a voucher system to selling pre-paid fare cards to the various agencies. Each agency has a different color, laminated fare card to help with identification and organization. The agencies purchase the fare cards from MTA, then manage and distribute them to their constituents. Participating agencies include physical therapy, social service programs, TEACH and their senior program, and some CalWORKs. The Modoc Work Activity Center continues to transport its own clients. This new fare card method has been incredibly useful for fare revenue, reducing paperwork, and increasing awareness about transport services among agencies and their clients.

Gaps, Challenges, Unmet Transportation Needs

Due to a multitude of reasons including funding and staffing constraints and highly specific client needs, transportation providers are often unable to meet all of the needs in their communities. These unmet needs and their reasonability to meet are defined to meet Transportation Development Act (TDA) standards and guide local transportation commissions in developing or adjusting services. Exact definitions are provided in Section 6. Modoc County has made noticeable progress on the unmet needs identified in previous Coordinated Plans, including needs that were initially classified as unreasonable for the county to meet.

Education on current services: Not all potential passengers had comprehensive knowledge on Sage Stage services during outreach of previous Coordinated Plans, but public knowledge has since increased. MTA website improvement and newspaper advertisements have provided the public with updated information regarding existing transportation services.

Demand Response service: There was community desire and discussion to increase Demand Response, or Dial-a-ride, hours. Services hours have been extended since then. In 2015, Demand Response operated from 8:00 AM-4:00 PM in Alturas, 8:15 AM-3:30 PM in Modoc Estates, and 8:30 AM-3:00 PM in California Pines. There were 6,159 riders in 2014/15. MTA has now employed two full-time drivers for local Demand Response, and service hours have expanded to 7:45 AM-5:15 PM Monday to Friday. Ridership in 2018/19 was 11,865, a significant increase since the last Coordinated Plan.

Alternative intercity schedules: There was interest in offering medical accommodations to allow for timing variation on intercity routes, which only ran once a day. Prior to July 2017, MTA provided services to Redding on Monday and Friday, Klamath on Wednesday, and Reno on Monday, Wednesday, and Friday. Services were modified in 2017 to serve Redding on Tuesday and Klamath on Thursday, while Reno remained on Monday, Wednesday, and Friday. The

service adjustment provided passengers the ability to link service from Reno, stay the night in Alturas, and then continue on to Redding or Klamath. Prior to the modification, passengers had to stay more than one night in Alturas.

From 2014-2016, MTA ran a pilot program for a Ft. Bidwell and Cedarville intercity service twice a week, using an FTA 5311f grant. The service was terminated due to lack of ridership.

Service to other major cities: Service to other major cities was documented as an important aspect of Modoc transit. It is available through connections in Redding and Reno, provided by MTA intercity routes. The funds are not available to start up service to Lakeview, Oregon, which was requested in a previous Coordinated Plan. The Shasta Regional Transportation Agency was approved to create the new Salmon Runner route that is supposed to offer four round trips per day/seven days a week between Redding and Sacramento via I-5 with a stop in Red Bluff. It was scheduled to begin service end of 2019/ beginning of 2020; however, the service has run into roadblocks and as of October 2020 has been pushed back to July 2021.

Weekend service: The community expressed a need for weekend service on intercity routes and demand response, to increase recreational opportunities and allow for weekend errands for the elderly and the disabled. MTA attempted to address this need, despite it being unreasonable to meet. Sage Stage started a Saturday Dial-a-ride service in June of 2016 but suspended it in October of 2016 due to low or no ridership.

Service frequency: An increase in the daily number of trips for intercity routes would allow for more ridership and eliminate the need for drivers to wait for the return trip. Instead of increasing trip frequency, MTA has adjusted its intercity route schedules to be better synchronized. Additionally, they increased the number of demand response drivers and extended their shifts, which has allowed for more frequent demand response service.

Qualified drivers: There was a lack of a qualified driver hiring pool, which affected staffing levels and increased costs. In addition to providing other service improvements, MTA's new third-party contractor, First Transit, has resolved the issue of a lack of qualified drivers with its excellent hiring outreach. For example, a single vacancy attracted six to eight applicants.

Summary of High Priority Strategies Identified in Previous Coordinated Plans

Priority strategies identified in the previous Coordinated Plan were outlined to address unmet transit needs and improve coordination while remaining feasible within funding, staffing, and sustainability restraints. The following is a discussion on the progress of the four previously identified priority strategies for Modoc County.

Strategy 1 – Increase coordination among county agencies: CalWORKs and the Department of Health and Human Services had considered buying blocks of transportation through Sage Stage rather than providing transportation themselves. Significant efforts have been made towards this strategy, with increased coordination among county agencies using the greatly improved fare card system and increased marketing campaigns.

Strategy 2 – Maintain the current level of transportation services: In 2015, there was a level of satisfaction with the transportation services among Modoc County residents. This strategy intended to maintain services and satisfaction in the face of decreasing budgets and funding opportunities. MTA has maintained and improved the level of transportation services, evidenced by its increased ridership and expanded Demand Response. Although it has fluctuated year to year, total ridership has significantly increased, from 8,626 in 2014/15 to 11,865 in 2018/19.

Strategy 3 – Expand outreach efforts: This strategy aimed to close knowledge gaps in the public regarding transportation services. Since 2015, efforts to improve information access include the Easy as 1-2-3 marketing campaign, outreach at the health fair, agencies issuing their specific fare cards, an improved MTA website, and newspaper advertisements.

Strategy 4 – Establish a non-emergency medical transportation (NEMT) service: A need was identified for NEMT services, which could be funded by Medi-Cal if the provider was licensed by Medi-Cal and other conditions were met. Modoc County has not established an NEMT provider. However, BV50+ provides NEMT, door-to-door service in their region. SEMSA ran ambulance services in Adin, but it terminated efforts after 2.5 years with little success.

6.0 Unmet Transportation Needs

6.1 Evaluation Criteria

To qualify for Local Transportation Funds (LTF) under the Transportation Development Act (TDA), rural counties must hold a minimum of one annual public hearing for receiving comments on unmet transit needs and provide definitions of unmet needs and their reasonability to meet. The Modoc County Transportation Commission (MCTC), which allocates TDA funding, has defined the following:

- Unmet transit needs: Travel by public transit (bus) for the following purposes:
 - Trips made by the general public, including elderly and handicapped, within the region to access the following services in order of priority:
 - a) To obtain non-emergency medical and health care services
 - b) To attend school, college or programs for functioning individuals, who are elderly or disabled as defined by the Americans with Disabilities Act (ADA)
 - c) To obtain, maintain or prepare for employment, including vocational training, college and workshops teaching job search or employment skills
 - d) To shop for food, clothing or specialized items
 - e) To transact personal business, such as banking, paying bills, posting mail, etc.
 - f) For religious, social and recreational purposes
- Transit needs that are reasonable to meet: An operation that provides public transit services to the general public, including school aged children, for established fares originating in Modoc. Said service must demonstrate that it meets and maintains compliance with the: California State Controller’s Office, Highway Patrol, Public Utilities Commission and Departments of Transportation and Motor Vehicles; Nevada and Oregon Departments of Transportation, Highway Patrols and Motor Vehicles; and U.S. Department of Transportation Federal Transit Administration, Federal Highway Administration, and Federal Motor Carrier Safety Administration.

Based on these definitions, the unmet needs identified through the outreach process are placed into two categories: reasonable to meet and unreasonable to meet.

6.2 Gaps, Challenges, Unmet Transportation Needs

Unmet needs were identified through stakeholder engagement and an SSTAC survey of unmet transit needs and an on-line community outreach survey went live on October 28, 2020 and closed on November 15, 2020. The SSTAC survey was available to passengers, public, and agencies from October 2019 to January 2020.

The SSTAC survey had 53 respondents, half of whom were seniors and/or disabled. The option that was most frequently marked as “high” importance was “positive and valuable service”, followed by increased service area,

expanded dial-a-ride service hours, an added intercity service in Sacramento and Adin, mature driver training program, and expanded service area for dial-a-ride to Surprise Valley, Lakeview, and Likely.

The community outreach survey was distributed to agencies and community members by email, onboard distribution, and in the office. The Community Outreach survey was available for eighteen days through on-line links in both English and Spanish and received two responses. Respondents were asked whether they agreed, neither agreed nor disagreed, or disagreed with some previously identified needs. Additionally, respondents were also given the space to provide additional needs not listed.

The following were transportation needs identified:

- Education on Current Services
- Extended on Demand Response service
- Offer Alternative intercity schedules for medical purposes
- Service to other major cities
- Service frequency
- Affordability
- Out-of-County Medical transportation service

Reasonable to meet

The following unmet needs, gaps, and challenges are deemed “reasonable to meet,” meaning Modoc County and other agencies may have the resources to address these issues until the next coordinated plan update. Some of these unmet needs are not resource intensive.

Education on Current Services: The implementation of a new interactive website has greatly increased Modoc’s ability to educate residents. With the implementation of this new website and the use of newspaper ads there is more of an ability to educate residents on current services now and in the future. Additionally, there is the potential to provide riders real time bus updates in the future.

Extended on Demand Response service: Some residents work nights or on weekends and would benefit from extended service hours. The Modoc County Transportation Agency currently provides service from 7:30 am to 5:30 pm. There is currently no plan to extend service hours. Additionally, there was a pilot program started in June 2016 that provided Saturday service from 8:00 am to 2:00 pm but was discontinued due to a lack of ridership. However, MTA has experienced an increase in ridership since 2014. This increase has increased the number of drivers from one to two with increased hours. With the lack of ridership for the 2016 pilot program weekend services, there is no plan to expand service at the time; however, if there is more demand, more ridership, and funding available in the future changes may be worth considering.

Offer Alternative intercity schedules for medical purposes: As of July 2017, some changes were made to make medical trip more convenient. These changes include, Monday, Wednesday, and Friday service to Reno and Tuesday service to Redding and Thursday Klamath Falls and adjusted times so that people coming in could stay overnight and link a trip together and get out of town the next day. Prior to this change passengers had to stay more than one night.

Unreasonable to meet

Below is the list of unmet needs that were uncovered during the public outreach and survey processes that were not considered reasonable to meet at this time.

Service to other major cities: Service to other major cities was documented as an important aspect of Modoc transit. It is available through connections in Redding and Reno, provided by MTA intercity routes. The funds are not available

to start up service to Lakeview, Oregon, which was requested in a previous Coordinated Plan. Additionally, the Shasta Regional Transportation agency has been working on the Salmon Runner Line that would provide bus service between Red Bluff and Sacramento. The project has currently stalled and is not expected to move forward until July 2021 but may be a service that can benefited Modoc residents in the future.

Service Frequency: SSTAC survey respondents identified service frequency as high importance. An increase in the daily number of trips for intercity routes would allow for more ridership and eliminate the need for drivers to wait for the return trip. This is currently not feasible at the time and MTA has taken steps like intercity route schedules and increasing the number of demand response drivers as an alternative that is more feasible at this time.

Affordability: A rider suggested monthly passes for unlimited rides. This is not something that is currently feasible at this time.

Out-of-County Non-Emergency Medical transportation: Modoc's 2019 Regional Transportation Plan highlights the need for people to travel outside of the county for most non-emergency medical transportation (NEMT) for medical care. Although there have been successful changes in the form of alternative intricacy schedules for medical trips describe above, there is currently no regularly offered MTA non-emergency medical transportation service and continues to be a need for Modoc County. It must also be noted that funding constraints are a major barrier in providing NEMT service.

7.0 Priority Strategies

7.1 Evaluation Criteria

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

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

This question also brought up additional concerns for consideration.

Does the strategy:

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

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

Other questions for consideration:

- Is the strategy eligible for MAP-21 or other types of 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?

Additional concerns for consideration:

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

7.2 New Priority Strategies and Implementation plan

The following is a list of strategies for Modoc County and region to pursue until the next coordinated plan. Not all strategies directly connect with reasonable to meet unmet needs but are strategies to help maintain and improve services and help address other gaps and issues given current circumstances. If additional resources become available, projects connected to unmet needs not addressed in these priority strategies should be pursued; these projects can be derived from the discussion on gaps, challenges, and unmet needs in section 6.

Some of the priority strategies identified in the 2015 plan have been retained and included in this Coordinated Plan update.

Strategies:

- **Strategy 1 – Maintain the current level of transportation services:** This strategy is intended to maintain services and satisfaction in the face of decreasing budgets and funding opportunities. MTA has maintained and improved the level of transportation services, evidenced by its increased ridership and expanded Demand Response. Although it has fluctuated year to year, total ridership has significantly increased, from 8,626 in 2014/15 to 11,865 in 2018/19. Maintaining the current level of transportation services continues to be a priority for the foreseeable future.
- **Strategy 2 – Continue outreach efforts:** Since 2015, efforts to improve information access include the Easy as 1-2-3 marketing campaign, outreach at the health fair, agencies issuing their specific fare cards, an improved MTA website, and newspaper advertisements. Although these efforts have seen some progress in increasing the public's knowledge about public transportation, there is a need to continue this outreach. Outreach effort will continue in the coming years. Social Services are currently being advertised on Facebook and the local newspaper. This outreach effort is expected to continue.
- **Strategy 3 – Increase coordination among county agencies:** Coordination among county agencies is very important to provide needed service as well as preventing any duplication of services. Significant efforts have been made towards increasing coordination among county agencies and there will be a continued effort to increase and maintain coordination between county agencies.

8.0 COVID-19

In response to the COVID-19 pandemic, Modoc County's public transportation services were shut down on March 24, 2020. MTA delivered prescriptions and groceries for those sheltering in place, allowing for all full-time drivers to remain employed. However even with the Coronavirus Aid, Relief, and Economic Security (CARES) Act of 2020, funding was an issue.

On October 1, 2020 Sage Stages resumed services to Klamath Falls, Redding, and Reno and local passenger services resumed on October 12, 2020. In an effort to limit the spread of the virus and adhere to social distancing guidelines,

only three passengers are allowed on the bus at a time. Reservations are recommended. Additionally, there is a continued effort to deliver groceries and prescriptions by Sage Stage. Ridership is noted to have declined.

COVID-19 Specific Needs

The following are some COVID-19 specific needs that were identified during the previously mention community outreach meeting, conversations with staff, and community outreach survey in October 2020.

Grocery/ food delivery: The need for food/ grocery delivery service was identified as a COVID-19 specific need, specifically for vulnerable populations like seniors who depend on transit to get grocery's normally and may be unable to leave their homes due to reduced hours of operation or over fear of the pandemic

Maintaining pre-COVID-19 levels of transportation services: With a decrease in ridership due to the pandemic, it remains to be seen if ridership can return to pre-COVID levels. MTA hopes to restore passenger services to pre-COVID levels.

Expanding Outreach Efforts: Outreach efforts have been stalled as a result of the COVID-19 Pandemic. Outreach was identified as important in the 2015 plan and has continued since then. Although there has been an attempt to provide updated to the community through the updated interactive website and newspaper ads, the pandemic has stalled other outreach efforts and it remains to be seen for how long.

Increased Coordination Among County Agencies: Due to limited operations, most strategies stalled. The 2015 priority strategy to increase coordination among county agencies had improved prior to the pandemic, but it is unknown how coordination efforts will resume once restrictions lift. Another priority strategy was to expand outreach efforts, but such efforts have also stalled.

Appendix A: Modoc County Coordinated Plan Outreach Survey Materials

Modoc County Coordinated Plan Outreach Survey

Welcome and thank you for taking the time to participate in this short survey!

The Modoc County Transportation Commission is currently updating the region's Coordinated Public and Human Services Transportation Plan. This plan is important because it facilitates funding and serves as a guide to promote and advance local social service transportation.

We are encouraging the community to provide input on the plan and share thoughts on social service transportation needs in Modoc County. You can read the draft of the current plan by clicking [here](#).

Your participation is very important in helping identify transportation needs in the community, but participation in this survey is completely voluntary.

If you have any questions, please feel free to contact the consultants assisting with this project:

Suleyma Vergara-Tapia, at svergaratapia@pacific.edu or
Thomas Pogue, at cbpr@pacific.edu.

The following is a list of needs currently identified by the community. Please indicate whether you agree or disagree with each of these needs:

1. There is a need for more out-of-county medical transportation service.

- Agree
- Neither agree nor disagree
- Disagree

2. There is a need for Saturday on-demand bus service.

- Agree
- Neither agree nor disagree
- Disagree

3. There is a need for evening on-demand bus service.

- Agree
- Neither agree nor disagree

Disagree

We are also interested in any additional social service transportation needs in the community as well as the impact of the COVID-19 pandemic. Please use the following questions and the comment box to share your perspectives:

4. Are there any important social service destinations that are not accessible with current transportation services?

- Yes
- No
- Please use the space below to explain further.

5. Has the COVID-19 pandemic changed social service transportation needs?

- Yes
- No

Please use the space below to explain further:

6. Use the space below to include any questions/comments/concerns:

7. (Optional) If you would like your participation to be noted in the report, please fill out the form below with your details as you would like them to appear.

Name

Title

Company/Organization

Encuesta Sobre el Plan de Tránsito Coordinado del Condado de Modoc

¡Bienvenido y gracias por tomarse el tiempo de participar en esta breve encuesta!

La Comisión de Transporte del Condado de Modoc está actualizando el Plan Coordinado de Transporte de Servicios Humanos y Públicos de la región. Este plan es importante porque facilita la financiación y sirve como guía para promover y promover el transporte de servicios sociales locales.

Pedimos que la comunidad comparta sus opiniones sobre las necesidades de transporte de servicios sociales en Modoc. Puede leer el plan actual haciendo click [aquí](#).

Su participación es muy importante para ayudar a identificar las necesidades de transporte en la comunidad, pero la participación en esta encuesta es completamente voluntaria.

Si tiene alguna pregunta, no dude en ponerse en contacto con los consultores que trabajan en este proyecto por correo electrónico:

Suleyma Vergara-Tapia, at svergaratapia@pacific.edu o a
Thomas Pogue, at tpogue@pacific.edu.

La siguiente es una lista de necesidades identificadas actualmente por la comunidad. Indique si está de acuerdo o en desacuerdo con cada una de estas necesidades:

1. Debería haber un servicio de autobús a pedido más frecuente.

- De acuerdo
- Ni de acuerdo ni en desacuerdo
- Desacuerdo

2. Existe la necesidad de un servicio de autobús a pedido los sábados.

- De acuerdo
- Ni de acuerdo ni en desacuerdo
- Desacuerdo

3. Existe la necesidad de un servicio de autobús a pedido por la noche.

- De acuerdo
- Ni de acuerdo ni en desacuerdo
- Desacuerdo

También estamos interesados en cualquier necesidad adicional de transporte de servicios sociales en la comunidad, así como en el impacto de la pandemia COVID-19. Utilice las siguientes preguntas y el cuadro de comentarios para compartir sus perspectivas:

4. ¿Existen destinos importantes de servicios sociales que no sean accesibles con los servicios de transporte actuales?

Sí

No

Utilice el espacio a continuación para explicar más:

5. ¿La pandemia COVID-19 ha cambiado sus necesidades de servicio de transporte?

Sí

No

Utilice el espacio a continuación para explicar más:

6. Utilice el espacio a continuación para incluir cualquier pregunta, comentario o inquietud:

7. (Opcional) Si desea que se anote su participación en el informe, complete el formulario a continuación con sus datos tal y como desea que aparezcan.

Nombre

Título

Empresa / Organización

Modoc County Coordinated Plan Survey

English (2)

Q1. There is a need for more out of county medical transportation service

- 2 agree

Q2. There is a need for Saturday on-demand bus service.

- 2 agree

Q3. There is a need for evening on-demand bus service.

- 2 agree

Q4. Are there any important social service destinations that are not accessible with current transportation service?

- 2 No
- 1 comment; not that I am aware of.

Q5. Has the COVID-19 pandemic changed social service transportation needs?

- 1 Yes
- 1 No
- 1 comment; People confined to home have needs that were not present prior to COVID.

Q6. Use the space below to include any questions/ comments/ concerns.

- None

Q7. If you would like your participation to be noted in the report, please fill out the form below with your details as you would like them to appear.

Spanish (0)