



Trinity Transit

Short Range Transit Development Plan and Coordinated Plan Update



Trinity County 2014 Coordinated Public Transit-Human Services Transportation Plan

Final October 2014



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Prepared by:



in conjunction with



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Trinity County 2014 Coordinated Public Transit-Human Services Transportation Plan Update

I. Introduction

This presents the general purpose of this Plan Update, and presents it in the context of Federal requirements for Coordinated Plans. This section also summarizes the key findings from the 2008 Trinity County Coordinated Public Transit-Human Services Transportation Plan.

Report Purpose

This report provides the 2014 update of the *Trinity County Coordinated Public Transit-Human Services Transportation Plan*, prepared in 2008. The 2008 Plan was developed under the direction of The California Department of Transportation, in accordance with Federal requirements. This Update builds on previous studies as well as community outreach and market research to identify the current mobility needs and gaps of three target groups: older adults, persons with disabilities, and persons of low income. The Update also looks at two additional groups with transportation needs and concerns: veterans and tribal groups.

The Update includes an introduction to the Coordinated Plan Requirements, Key Findings from the 2008 Coordinated Plan, demographic information on the target populations, findings from community outreach and passenger surveys, assessment of current transportation resources, and recommendations for addressing current transportation gaps and needs.

Coordinated Plan Requirements

Federal Statute and Requirement

The passage of the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users*-Public Law 109-059 (SAFETEA-LU) in August 2005 established a new transportation planning requirement for counties and regions. Federal authorization legislation of SAFETEA-LU linked two existing grant programs, §5316 – *Job Access and Reverse Commute* and §5310- *Elderly and Persons with Disabilities* capital program, with a third initiative called §5317 *New Freedom* program, through a Coordination Plan that was to be locally developed, at the county or regional level. Its intent was to identify the transportation needs and mobility challenges of three populations:

- Individuals with disabilities;
- Older adults; and
- Persons of low income.

The *Public Transit-Human Services Transportation Coordination Plan*, or the Coordinated Plan, brings together human service organizations and public transit properties to identify and meet mobility needs of older adults, persons with disabilities and persons of low income. Building upon a history of coordination requirements within the §5310 program, the Coordinated Plan process helps leverage and extend scarce transportation resources by coordinating different and often separate “siloes” service systems. Specifically, the Plan must identify strategies for coordinating services and for meeting and prioritizing mobility needs for possible funding under §5310, §5316 or §5317:^{1,2,3}

Elderly and Disabled Transportation program §5310 has been a significant funding source for specialized transportation, specifically for capital projects in California in support of transportation services for older adults and persons with disabilities.

New Freedom program §5316 provides capital and operating support for projects serving persons with disabilities and to meet trip needs that “go beyond the ADA.” *The American with Disabilities Act (ADA) requires public transit providers operating fixed route, fixed schedule service to also provide complementary paratransit services.*

Job Access and Reverse Community program (JARC) §5317 provides funding to improve mobility choices for low-income persons, particularly for work and work-related trips.

Federal Level Changes

Changes were made to these three Federal funding sources with the passage of MAP-21, the new federal Transit authorization *Moving Ahead for Progress in the 21st Century Act*, Public Law 112-141, signed into law by President Obama on July 6, 2012. The New Freedom and JARC programs were removed in MAP-21 and associated funds re-allocated. The 5310 program funding level has been expanded to include projects that serve persons with disabilities, and operating projects became eligible for funding through Section 5310.

MAP-21 requires that projects funded with 5310 dollars are “**projects *in* the Coordinated Plan,**” not simply derived from it as had been the case under SAFETEA-LU direction. This makes the public involvement processes of the update process all the more important. It is necessary to ensure that a breadth of voices are making input to the plan and that identified projects are as comprehensive as possible, in anticipation of future grant cycles and to build responsive coordinated projects. As of this writing the FTA Section 5310 Circular cited on the previous page remains the current guidance as the content of the Coordinated Plans, supplemented by this MAP-21 statutory language that projects for which funding is sought must be ***in*** the Coordinated Plan.

¹CIRCULAR.FTA C 9070.1F. U.S.Department of Transportation, Federal Transit. Administration. May 1, 2007
ELDERLY INDIVIDUALS AND INDIVIDUALS WITH DISABILITIES PROGRAM GUIDANCE AND APPLICATION INSTRUCTIONS.

²CIRCULAR.FTA C 9050.1. U.S. Department of Transportation. Federal Transit. Administration. May 1, 2007. Subject: THE JOB ACCESS AND REVERSE COMMUTE (JARC) PROGRAM GUIDANCE AND APPLICATION INSTRUCTIONS.

³CIRCULAR.FTA C 9045.1. U.S. Department of Transportation, Federal Transit Administration. May 1, 2007. Subject: NEW FREEDOM PROGRAM GUIDANCE AND APPLICATION INSTRUCTIONS.

The Coordinated Plan's Purposes

This 2014 Coordinated Plan will address the following objectives:

- To **ensure compliance with law** by Trinity Transit, including Federal Transit Administration regulation that requires the regular conduct of a Coordinated Plan.
- To **validate past or identify new unmet transportation needs and mobility gaps** of the target groups.
- To **engender dialogue between two service sectors**, the public transit provider and the human services agencies, serving Trinity County for purposes of identifying and supporting coordinated projects by which unmet needs and mobility gaps can be addressed.
- To **establish a list of responsive projects and strategies**, including initial priorities, by which to address unmet needs and mobility gaps, positioning Trinity County stakeholders for pursuing grant and specialized transportation funding opportunities to support these over the next four years.

Key Themes from the 2008 Coordinated Plan

The 2008 Plan identified the transportation needs of the target populations – older adults, persons with disabilities, and low-income persons – in different parts of the county. The Plan noted that the county is large, with a geographically dispersed population, with no community able to provide all the services an individual might need, thus emphasizing the need for increased inter-community transportation. The Plan also found limited coordination of transportation, due to the limited transportation available in the County, different client needs, and funding limitations.

The Plan identified a range of possible strategies for addressing the unmet and undermet transportation needs of the target populations. Table 1 following summarizes the strategies identified, in terms of the highest-ranked strategies and lower-ranked strategies.

Table 1 2008 Coordinated Plan Priority Strategies and Projects

Highest Ranked Strategies	Lower Ranked Strategies
1. Provide service between Hayfork and Weaverville to Redding for shopping and specialized medical trips.	1. Access to jobs and employment
	2. Volunteer programs
2. Establish new shuttle service between Mad River and Hayfork	3. School transportation
3. Increase frequency of Weaverville-Hayfork service (reverse commute)	4. Medicaid Non-Emergency Medical Transportation
4. Increase mileage reimbursement rates for volunteer drivers and caregivers	5. Consolidated maintenance programs
5. Develop capital replacement program	6. Consolidated driver training programs

In addition to the above recommendations, the 2008 Plan included:

- Offer incentives to major employers to use and promote transit
- Advocate for and seek written clarification on maximizing flexible use of existing funding sources and resources
- Guaranteed Ride Home program
- Increased frequency of Mad River to Eureka service
- Provide subsidies for discount pass applications or for use of fixed route transit and paratransit for persons who cannot afford the cost
- Upgrade maps and information provided at transit centers
- Through a Mobility Management Program, establish a central clearinghouse and information center

Other potential strategies included the possibility of working with the senior center for service in Hayfork and Weaverville, increasing the frequency and hours of the Weaverville shuttle, establishing car loan programs, providing additional outreach and training for human service agency staff, and initiating discussions between agencies to coordinate efforts for grant applications.

II. Context for Transportation Coordination

This section looks at the characteristics of the Plan Update’s target populations within Trinity County, and begins to identify transportation-related issues impacting these groups for which coordinated solutions can be sought.

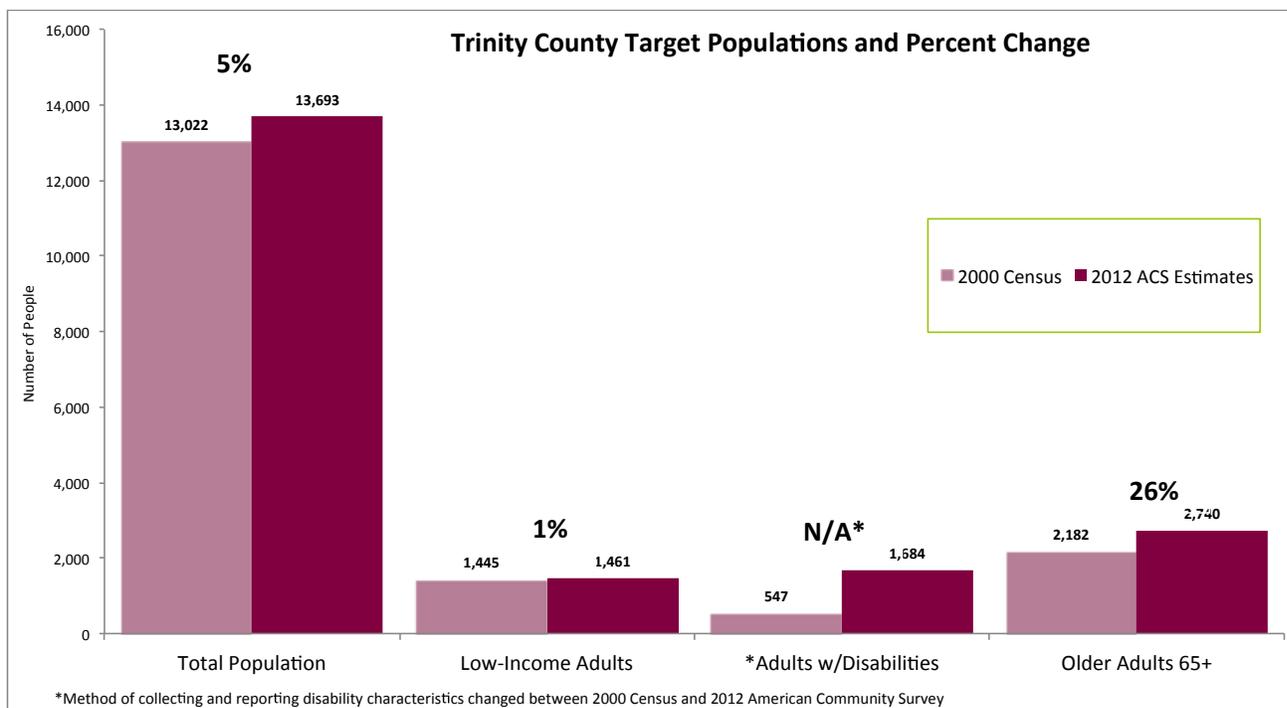
Target Populations

As noted, the Federal regulatory direction for the Coordinated Plans establishes three groups of interest:

- **Older adults;**
- **Persons with disabilities;** and
- **Persons of low-income.**

In addition, **veterans** and **Native Americans** are included as groups whose transportation needs may differ somewhat from the general public and so are of concern to this Coordinated Plan.

Figure 1 Trinity County Target Populations



Trinity County’s total population of 13,693 persons represented a 5.2% increase from the 2000 total of 13,022 persons. Current and historical population information for Trinity County, reflecting change between 2000 and the 2012 year U.S. Census/ American Community Survey (ACS) data for the target groups, is summarized in Figure 1 and detailed in Table 2 following.

Table 2 Target Populations for Seniors, Persons with Disabilities, Persons of Low-Income and Veterans

TARGET POPULATIONS for Seniors, Persons w/Disabilities, Persons of Low-Income, and Veterans					
2000 Census Attribute, Summary File 3 2012 American Community Survey (ACS) 5-Year Estimates	[2000 Census] Trinity County People by Category	% of Total County Population	[2012 ACS] Trinity County People by Category	% of Total County Population	% Change from 2000 to 2012
TOTAL POPULATION [1]	13,022	100.0%	13,693	100.0%	5.2%
ADULTS 18-64 [2]	7,862	60.4%	8,301	60.6%	5.6%
Low-income Adults, Ages 18-64 - 100% Federal Poverty Levels [3] <i>with % of Adults 18-64</i>	1,445 18.4%	11.1%	1,461 17.6%	10.7%	1.1%
Disability [4] (non-institutionalized) Ages 16-64 "go-outside-home" disability (2000) <i>with % of Adults 18-64</i>	547 7.0%	4.2%			
Disability [4] (non-institutionalized) Ages 18-64 (2010) <i>with a hearing difficulty</i> <i>with a vision difficulty</i> <i>with a cognitive difficulty</i> <i>with an ambulatory difficulty</i> <i>with a self-care difficulty</i> <i>with an independent living difficulty</i>			1,684 294 116 644 1,045 293 687	12.3% 2.1% 0.8% 4.7% 7.6% 2.1% 5.0%	
SENIORS [2]	2,182	16.8%	2,740	20.0%	25.6%
<i>Seniors, ages 65-74</i> <i>with % of all seniors</i>	1,341 61.5%		1,654 60.4%		
<i>Seniors, ages 75-84</i> <i>with % of all seniors</i>	683 31.3%		664 24.2%		
<i>Seniors, ages 85+</i> <i>with % of all seniors</i>	158 7.2%		422 15.4%		
Low Income Seniors, Ages 65+ - 100% Federal Poverty Levels [3] <i>with % of all seniors</i>	156 7.1%	1.2%	184 6.7%	1.3%	17.9%
Disability [4] (non-institutionalized) Ages 65+ "go-outside-home" disability (2000) <i>with % of all seniors</i>	322 14.8%	2.5%			
Disability [4] (non-institutionalized) Ages 65+ (2010) <i>with a hearing difficulty</i> <i>with a vision difficulty</i> <i>with a cognitive difficulty</i> <i>with an ambulatory difficulty</i> <i>with a self-care difficulty</i> <i>with an independent living difficulty</i>			1,137 585 183 169 839 210 301	8.3% 4.3% 1.3% 1.2% 6.1% 1.5% 2.2%	
VETERANS [5]			1,825	13.3%	<i>n/a</i>
Civilian Population 18 years and over			11,022	80.5%	
<i>Veterans Period of Service</i> <i>Gulf War (9/2001 or later) veterans</i> <i>Gulf War (8/1990 to 2001) veterans</i> <i>Vietname era veterans</i> <i>Korean War veterans</i> <i>World War II veterans</i>			4.0% 8.1% 40.3% 14.8% 7.9%		
<i>Veterans ages 18 to 34 years</i> <i>Veterans age 35 to 54 years</i> <i>Veterans age 55 to 64</i> <i>Veterans age 65 to 74</i> <i>Veterans age 75 years and older</i>			82 305 423 595 420	0.6% 2.2% 3.1% 4.3% 3.1%	
<i>Veteran population unemployment rate</i> <i>Veteran population poverty status in the past 12 months</i>			25.9% 1.6%		

[1] Census 2000 Summary File 3, Total Population P001. / B01003 Total Population 2012 American Community Survey 5-year Estimates

[2] Extrapolated from Census 2000 Summary File 3, Sex by Age P008 / B01001 Sex by Age, 2012 American Community Survey 5-year Estimates

[3] Extrapolated from Census 2000 Summary File 3, Poverty Status in 1999 by age P087 / B1701 Poverty Status in the Past 12 Months by Sex by Age 2012 American Community Survey 5-year Estimates

[4] Extrapolated from Census 2000 Summary File 3, Age by types of disability for the civilian non-institutionalized population 5 years & over with disabilities p041 / S1810 Disability Characteristics - 2012 American Community Survey 5-year Estimates

[5] Extrapolated from S2101 Veteran Status - 2012 American Community Survey 5-year Estimates

The preceding Table 2 detailed demographic information of the Coordinated Plan’s target groups, reflecting changes since 2000 and summarized here.

Older Adults

Important to the Coordinated Plan Update is that the county's older adult population currently represents 20% of the total population, and grew by a much higher percentage (26%) than the County's overall population. Older adults are both aging-in-place and moving to the County. American Community Survey (ACS) 5-year estimate data are presented in Table 1 as these present the most accurate information for rural and smaller communities, such as Trinity County. The largest increase among older adults between 2000 and 2012 was in the oldest group, persons 85 and older. This group of seniors increased from 7% of the total County population to 15% of the population. This is important because this category is most likely to have increased transportation and transportation-assistance needs.

The number of older adults in poverty increased by 20% between 2000 and 2012, from 156 to 184 persons. Low-income older adults represented approximately 7% of all seniors in both 2000 and 2012. Even seniors who are above Federal poverty income thresholds often struggle with modest fixed incomes. These fixed incomes, coupled with the functional slowing of older adults, especially those 85 and older, means they often decrease and in some cases cease driving. Income levels and functional abilities of older residents have important implications for changes and improvements to Trinity County's transportation. It will be important that "senior-friendly" attributes are incorporated into transportation planning.

Persons of Low-Income

There was a slight increase in the number of adults of low-income in Trinity County between 2000 and 2012. With the County's overall population increase, this small increase resulted in a slight decrease in percentage of the County's residents who are low-income persons, from 11.1% to 10.7%.

Low-income persons are reporting incomes at or below the Federal Department of Health and Human Services (DHHS) poverty levels that vary by household size. These thresholds range from \$11,490 for a household of one to \$23,550 annual income for a household of four per the 2013 poverty guidelines of the DHHS.

Persons with Disabilities

The U.S. Census has changed the way in which it captures citizens' disability characteristics so 2000 data cannot be compared directly to 2012 data. Currently there are almost 1,700 adults under 65 reporting some type of disability (12% of the County's population). More than 1,000 adults reported ambulatory difficulties, almost 8% of County's population. An additional 800 older adults reported ambulatory disabilities. In addition, large numbers of persons in the County have cognitive disabilities (5% of the total population), independent living disabilities (5% of the total population), and self-care disabilities (2%). These disabilities, as well as vision and hearing disabilities, have an impact on a person's ability to use transportation independently.

Veterans

Veterans are of continuing concern to Coordinated Plan processes as many in active military duty transition to civilian lives and older veterans age-in-place with attendant changes to their ability to travel independently. In Trinity County, there are 1,825 veterans (ACS 2012), representing 13% of the total population and 15% of the population over age 18. The largest veteran group is from the Vietnam era, comprising 40% of all Trinity County veterans. Korean War era veterans represent 15% of all County veterans. The percentage of World War II veterans is no longer as large a group (8% of veterans). However this group of oldest veterans can be among the frail elderly.

The US Census Bureau-reported veterans' unemployment rate of 25.9% for Trinity County is more than three times the national veterans' unemployment rate of 7%. During the past 12 months 1.5% of all veterans were in poverty.

Native American Tribes and Tribal Members in Trinity County

Native Americans are a significant presence in Trinity County, with long and rich history by many Tribal groups whose roots go back centuries. A report by the California Department of Finance showed that in 2004 approximately 5% of the Trinity County population was classified as American Indians. This is consistent with the 2012 American Community Survey information for Trinity County reporting 4.9%. Tribes with members in Trinity County include the Nor Rel Muk band of Wintu, the Tsnungwe Tribe and the Round Valley Tribe. The Nor Rel Muk and Tsungwe Tribes are seeking Federal recognition.

Table 3 shows most current ACS information in terms of the Tribal affiliation reported by Trinity County residents, reported with fairly high margins of error, given the necessarily small sample sizes.

Table 3 Trinity County Tribal Affiliation Reported in the American Community Survey, 2008-2012

American Community Survey 2008-2001, Table B02005	Trinity County, California	
	Estimate	Margin of Error
Total:	185	+/-94
American Indian tribes, specified:	170	+/-93
Blackfeet	5	+/-9
Cherokee	33	+/-33
Chickasaw	40	+/-62
Choctaw	1	+/-3
Creek	9	+/-15
Iroquois	3	+/-5
Navajo	24	+/-34
Paiute	2	+/-3
Pueblo	8	+/-12
Other American Indian Tribe	45	+/-34
American Indian tribes, not specified	10	+/-16
American Indian tribes or Alaska Native tribes, not specified	5	+/-7

Key information on several Tribes within Trinity County follows, drawing upon a variety of sources. Trinity County Resource Conservation District developed a map for the County of the aboriginal lands and Tribal boundaries that fall within and immediately adjacent to Trinity County. Presented as Figure 2, this shows the three Tribes whose ancestral lands are within, or partially within, Trinity County: Nor-Rel-Muk, Tsnungwe and Round Valley.

Figure 2 Tribal Boundaries and Ancestral Lands, Trinity County



Nor Rel Muk Wintu

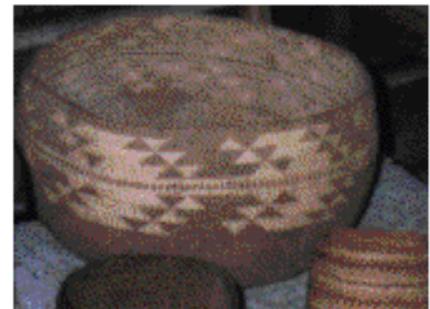
The Nor Rel Muk means “southward uphill people” and are sometimes referred to as the Hayfork Wintun Tribe. Current Tribal members live in the vicinity of the Hayfork Valley and the Southern Trinity River and include large portions of Trinity County. Aboriginal territorial lands presented in Figure 2 previously, include Trinity County areas of the South Fork of the Trinity River, all of the tributaries from the lower end of Hyampom Valley, all of the Trinity River drainage including the North Fork from a point below Big Bar to the watershed boundaries of all the tributaries, the Cottonwood Creek drainage and the north side of the South Fork the Cottonwood Creek and the Clear Creek watershed.



The Nor Rel Muk Wintu Tribe is not Federally recognized but is seeking sovereign status and continues to petition the United States Government for Federal Tribal recognition as a distinct Indian community that has continuously remained an identifiable American Indian entity on a substantially continuous basis since the 1900s to the present times. The Nor Rel Muk Wintu Tribe received a significant 2013 communication from the Bureau of Indian Affairs Office of Federal Acknowledgement and Technical Review regarding its active review status for sovereign nation recognition. A formal response has been developed by the Nor Rel Muk Wintu Nation Tribal Council.

Tsungwe Council

The Tsungwe Tribe are a Hupa-speaking Tribe. They are located at the South Fork of the Trinity River and in the Burnt Ranch and New River areas of Trinity and Humboldt Counties. The Tribal name is written as “Le:ldin” and means “where the rivers flow together,” in the vicinity of the South Fork of the Trinity River and Tribal family members live in aboriginal tribal lands where they lived prior to contact with European settlers.



Following first contact in 1849 with the Josiah Gregg Party, by 1851 the Tsungwe villages had been burned and the community was party to a treaty signed with Colonel Reddick McKee at Lower Klamath. A second treaty was signed in 1864, the *Treaty of Peace and Friendship*. Over the ensuing twenty years, the Tsungwe people lived on the Hoopa Reservation. Beginning in 1887, they began to return to their aboriginal territory and lived near their original villages on homesteads.

The Tsungwe Council is among other California Native American Tribes going through the Federal Acknowledgement Process of the Bureau of Indian Affairs. They did receive from the Bureau of Indian Affairs Branch of Acknowledgement and Research a determination that they were a previously recognized Tribe, based upon the 1864 *Treaty of Peace and Friendship* and since 1995 have been actively seeking restoration of the Tribe. Although the U.S. Government does not yet recognize the

Tsungwe as a political sovereign entity, the Tsungwe people within Trinity County identify themselves as a part of the Tsungwe Tribe and the challenge for Federal government recognition continues.

More information can be found at: www.dcn.davis.ca.us/~ammon/tsungwe/council.html

Round Valley Indian Tribes of the Round Valley Reservation – A Sovereign Nation of Confederated Tribes

A small area of southern Trinity County is part of the ancestral lands of the Round Valley Indian Tribes. The Round Valley Indian Tribes are federally recognized. Its reservation is among the largest in California with more than 30,000 acres. Although it is primarily in Mendocino County, a small area of it falls within Trinity County. As reported on its website, the Round Valley has been the heart of the Yuki territory for time immemorial, stretching from Humboldt Bay to the upper Russian River. The Round Valley Tribes include six language groups, the largest of which are the Yukian family language.



More information can be found at www.rvt.org

Winnemen Wintu Tribe

Winnemem Wintu translates to Middle Water People as the McCloud River is bounded by the Upper Sacramento to the West and the Pit River to the East. Located in Trinity County and the western part of Shasta County, the Wintu people are grouped with the Nomlaki and the Patwin because their languages were similar. They are located along the upper Trinity Rivers, at the edge of and beyond Trinity County, along a portion of the Sacramento and McCloud rivers and in various adjacent creeks.



More information can be found at: <http://www.winnememwintu.us>

Overall Population Distribution

Figures 3 and 4 following map the distribution of the total population in Trinity County and of the older adult population in the County, per the 2010 U.S. Census. The numbers represent persons per Census Block in 2010.

Figure 2 shows that the largest concentrations of Trinity County's 13, 786 persons are in the Salyer/Hawkins Bar area in the northwestern part of the County, and in Weaverville and Hayfork in the central part of the County. There are other relatively large concentrations in areas near Weaverville and Hayfork plus one in Carville in the northeast corner of the County.

Figure 3 shows the largest concentrations of older adults in Salyer, Weaverville, and Lewiston. Other concentrations of older adults are around Hayfork.

As the 2008 Coordinated Plan found, Trinity County has a small population dispersed throughout its large geographic area. Therefore even the largest concentrations of individuals are not the crowded areas one might think of in considering a city or urban population. The areas with the largest concentrations of the total population and the older adult population have access to Trinity Transit lines, as shown in Figure 4, in the discussion of Transportation Resources in the next part of this Update.

Figure 3 Trinity County Total Population Distribution

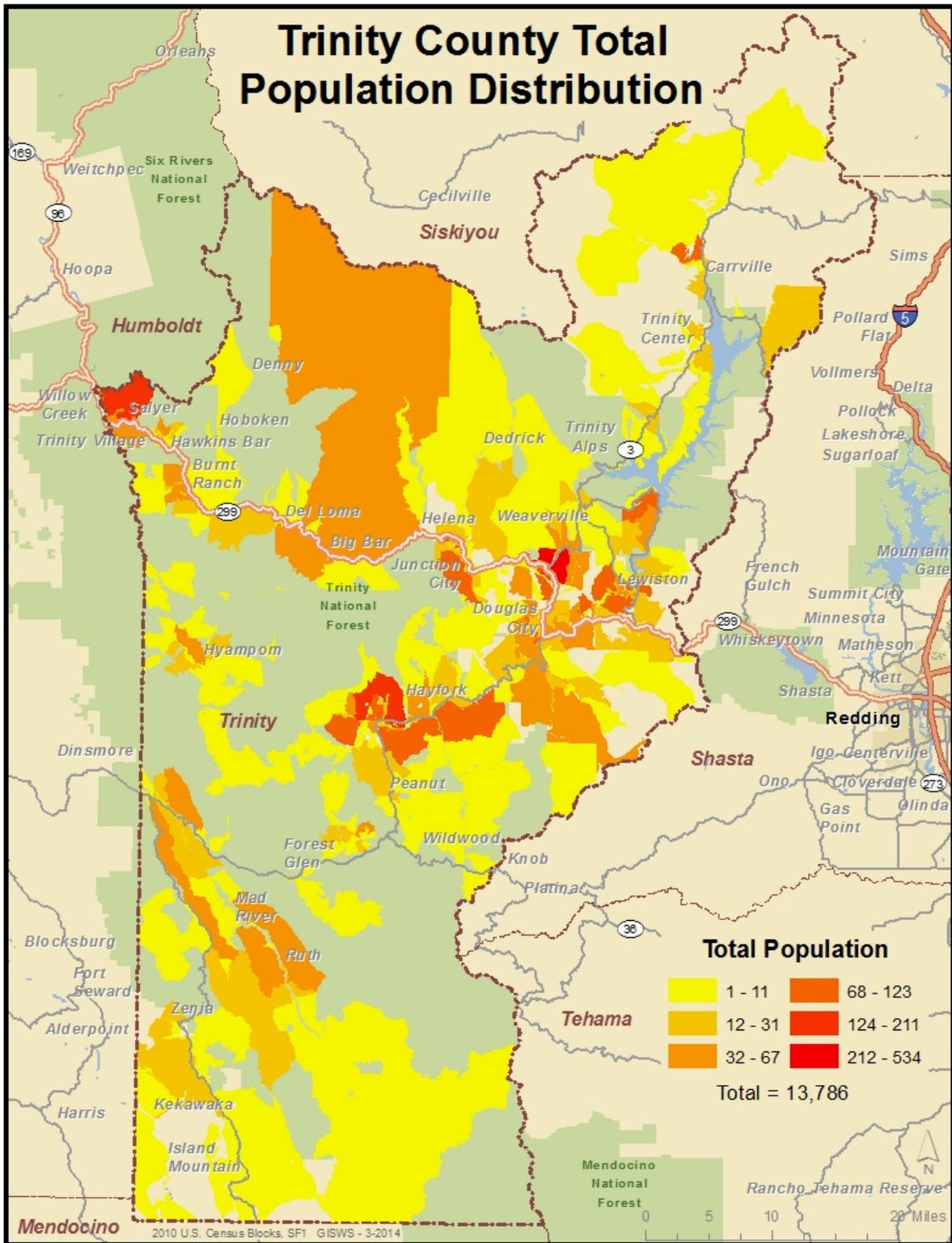
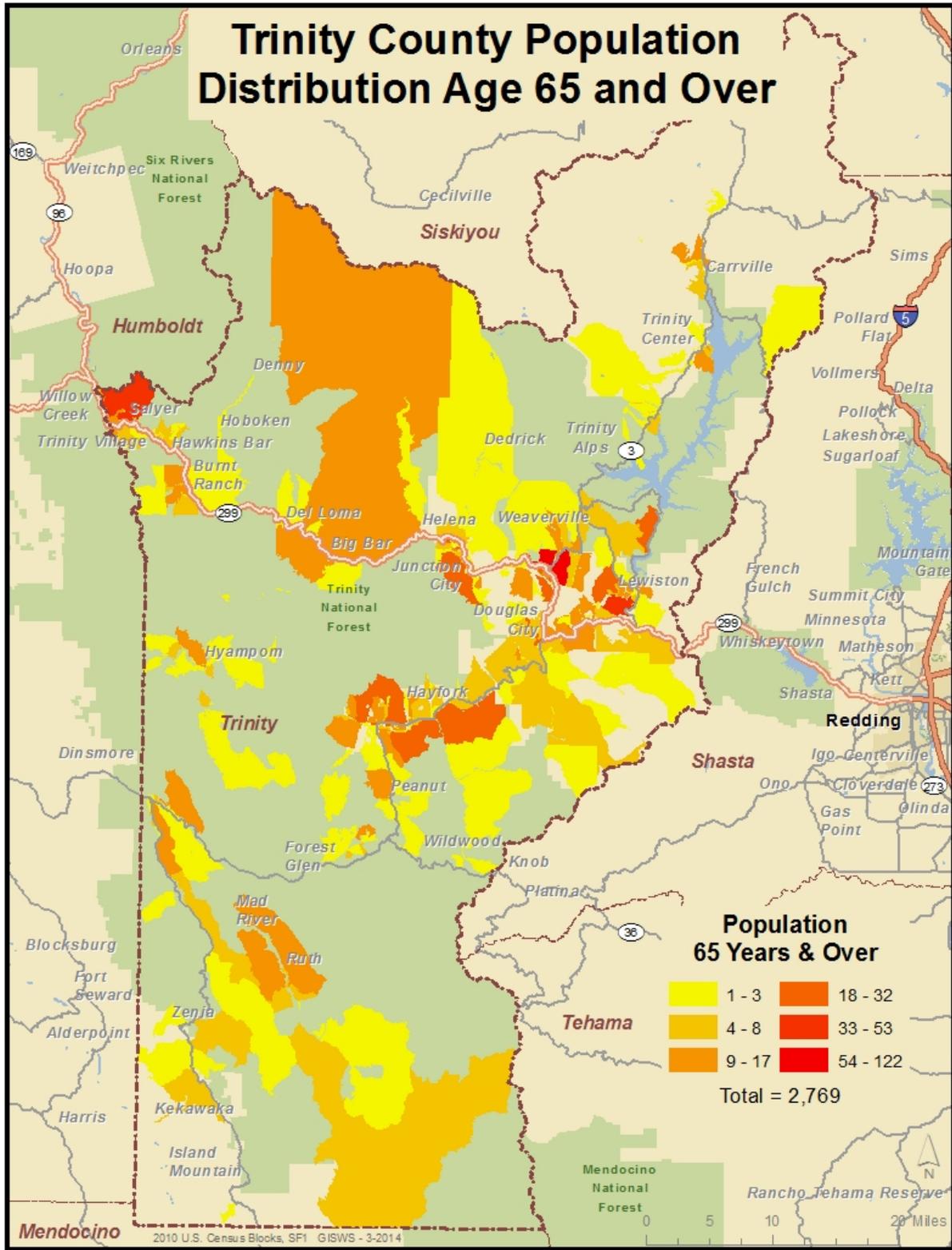


Figure 4 Trinity County Population Distribution Age 65 and Over



Modes of Transportation

Vehicle Access by Trinity County Residents

Table 4 following shows the availability of vehicles within Trinity County households. While ACS data shows that the majority of households have access to at least one vehicle, 130 households (2% of all households in the County) do not have access to a vehicle. Most of the households with no available vehicle are one-person households. The absence of a vehicle in a household may limit an individual's ability to access employment, medical care, or to complete activities of daily living, especially in areas where public transit or specialized transportation resources are inadequate or inaccessible.

Table 4 Trinity County Household Vehicle Availability

TRINITY COUNTY HOUSEHOLD VEHICLE AVAILABILITY						
	Households	% of total HH's	1 person HH	2 person HH	3 person HH	4 + person
Total Households in Trinity County	5,811	100%	1,819	2,527	624	841
Households with:						
No vehicle available	130	2%	72	24	0	34
1 vehicle available	1,650	28%	1,109	299	118	124
2 vehicles available	2,348	40%	410	1,348	296	294
3 vehicles available	1,109	19%	202	619	47	241
4 or more vehicles available	574	10%	26	237	163	148

2008-2012 American Community Survey 5-Year Estimates, B08201, HOUSEHOLD SIZE BY VEHICLES AVAILABLE

Table 5 following summarizes the mode of transportation utilized by the working population. The majority (65%) of all workers are drive alone. Smaller numbers use a carpool or public transportation to travel to work. These alternate travel modes are among those used by workers of households without access to a vehicle. For some individuals, not owning a vehicle represents a lifestyle choice, but for most others, the cost of purchasing and maintaining a vehicle is not affordable. These numbers are very small and with high margins of error, they remain suggestive of rates of use by mode eg.

Table 5 Trinity County Means of Transportation to Work by Age

MEANS OF TRANSPORTATION TO WORK BY AGE						
	All ages 16+	% of Working Pop. 16+	Ages 16-64	% of Working Pop. 16-64	Ages 65+	% of Working Pop. 65+
Working Population	4,578		4,404		174	
Travel to work by:						
Drove alone	2,971	65%	2,862	65%	109	63%
Carpool	729	16%	712	16%	17	10%
Public transportation	105	2%	105	2%	0	0%
Walk	242	5%	234	5%	8	5%
Bike, motorcycle, taxi	169	4%	159	4%	10	6%
Work at home	362	8%	332	8%	30	17%

2008-2012 American Community Survey 5-Year Estimates, B08101, MEANS OF TRANSPORTATION TO WORK BY AGE

III. Transportation Resources

This section identifies the current transportation resources in Trinity County. The discussion begins with public transportation operated within the County and to destinations in nearby counties, but also includes transportation operated for specific target groups and transportation provided by non-profit organizations. This discussion also looks at the volume of trips provided in the County.

Public Transportation Services in Trinity County

Trinity Transit currently consists of four directly operated fixed routes. The existing routes, as of Winter 2013/14, include:

- Weaverville-Hayfork
- Weaverville-Lewiston
- Weaverville-Willow Creek
- Weaverville-Redding

The Trinity Transit system of four routes is shown on the next page as Figure 4. A brief description of the four routes and schedule follows.

Weaverville-Redding and Weaverville-Willow Creek Routes

Route Description

The Weaverville-Redding and Weaverville- Willow Creek (commonly called and hereinafter referred to as Down River) routes form an intercity spine across Trinity County between Willow Creek and Redding and operate on weekdays except for major holidays.

In Willow Creek, the Down River route offers a coordinated transfer to Redwood Transit for trips to Arcata and to KT-Net for trips to Hoopa and Weitchpec. The combined routes allow passengers to travel locally within Trinity County and also across the Cascade Mountains from Eureka all the way to Redding in a day.

The Weaverville-Redding route has four scheduled stops in Weaverville and a stop at the Douglas City store where passengers from Hayfork or Lewiston can transfer to the Weaverville-Redding Route on select runs.

In Redding, the route serves the Downtown Transit Center where connections to Amtrak, Greyhound and local RABA routes can be made. It also makes stops at Turtle Bay and Canby Transit Center (Shasta Mall).

Figure 5 System-wide Map of Trinity Transit



The Down River route has three primary stops in Weaverville and serves 17 stops along Highway 299 to Willow Creek including Helena, Big Bar, Burnt Ranch, and Salyer. The route provides transportation for Trinity County residents in these smaller communities to shopping, recreation and services in Weaverville, Willow Creek or along the scenic route. In Willow Creek, the Down River route connects with the Redwood Transit System Route 299 bus twice a day in each direction for travel to Arcata, where transfer opportunities exist for Greyhound, Amtrak, Del Norte Transit, and the mainline Redwood Transit System route to Eureka and Fortuna.

Schedule

Because the combined Redding-Weaverville and Down River routes serve as a spine route across Trinity County, it's important to view both schedules together. Figure 5 following is from the current schedule guide (effective November 2013) and shows the following:

Eastbound:

- From Eureka to Redding there is one trip a day, departing at 7:44 am and arriving in Redding at 12:53 pm.
- From Weaverville to Redding, a second run leaves from Tops Market at 7:40 am and arrives in Redding at 8:43 am.
- From Eureka to Weaverville there is also a second trip per day eastbound, departing at 2:45 pm and arriving in Weaverville at 5:54 pm.

Westbound:

- From Redding to Eureka there is one trip a day, departing from Redding at 11:40 am and arriving in Eureka at 5:45 pm.
- A second trip a day is available from Redding to Weaverville, departing from Redding at 4:10 pm and arriving at Tops Market at 5:18 pm.
- A second trip a day is available from Weaverville to Eureka, departing Tops Market at 7:40 am and arriving in Eureka at 10:57 am.

Table 6 Intercity Schedule: Humboldt County-Trinity County-Redding

Eastbound Intercity Schedule: Humboldt County – Trinity County – Redding							Mon thru Fri	
Eureka (RTS Mainline)	Arcata (Transfer to RTS 299)	Arrive Willow Creek (Transfer to Trinity Transit)	Depart Willow Creek	Arrive Weaverville (Library)	Depart Hwy. 299/Martin (Tops)	Douglas City	Redding	
—	—	—	—	—	7:40	7:48	8:43	
7:44	8:20	9:15	9:45	11:10	11:50	11:58	12:53	
2:45	3:32	4:30	4:30	5:54	—	—	—	

Westbound Intercity Schedule: Redding – Trinity County – Humboldt County							Mon thru Fri	
Redding (RABA Transit Center)	Douglas City	Arrive Hwy. 299/Martin (Tops)	Depart Hwy. 299/Martin (Tops)	Arrive Willow Creek	Depart Willow Creek	Arcata (Transfer to RTS Mainline)	Eureka	
—	—	—	7:40	9:07	9:25	10:20	10:57	
11:40	12:35	12:43	2:40	4:08	4:45	5:30	5:45	
4:10	5:10	5:18	—	—	—	—	—	

Weaverville-Hayfork

The Weaverville to Hayfork route provides two round trips on weekdays, except holidays, between Hayfork and Weaverville. In the Hayfork-Weaverville direction, the bus has 10 stops in Hayfork starting at the Hayfork Library at 6:45 am and 1:52 pm Monday to Friday, before serving Douglas City and the Douglas City Store at 7:24 am and 2:31 pm. On Wednesdays only, the afternoon bus starts at the Hayfork Community Center at 1:50 pm. The morning bus from Hayfork enables passengers to transfer to the Weaverville to Redding bus at 7:48 am at Douglas City. The bus arrives in Weaverville at Health and Human Services at 7:30 am and 2:37 pm, and then has stops in Weaverville with the morning run terminating at the Transportation Department at 7:50 am and the afternoon run terminating at Airport Rd. and Highway 3 at 2:59 pm.

In the Weaverville-Hayfork direction, the bus circulates and serves 21 stops in Weaverville starting at 12:15 pm and arriving at Health and Human Services at 12:38 pm. The late afternoon run starts at 5:00 pm and has 19 stops in Weaverville before arriving at Health and Human Services at 5:17 pm. The bus to Hayfork stops at the Douglas City Store at 12:45 pm and 5:23 pm, enabling passengers from Redding that arrive at the Douglas City Store at 12:35 pm and 5:10 pm to transfer to Hayfork. The buses arrive in Hayfork at 12:53 pm and 5:30 pm, have 16 stops and terminate at the Hayfork Library at 1:24 pm and 6:01 pm. On Wednesdays only, the bus terminates at the Hayfork Community Center at 1:26 pm.

Weaverville-Lewiston

The Weaverville-Lewiston route also has two round trips on weekdays, except holidays, between Lewiston and Weaverville. In the Lewiston-Weaverville direction, the bus departs at 6:40 am from Maxwell's Hometown Market in Lewiston and has 14 stops in Lewiston. The early am bus has by request stops at the Trinity River R.V. Park, Bridge R.V. Park and the Douglas City Store. The morning bus arrives at Health and Human Services at 7:09 am and has 10 additional stops in Weaverville before terminating at Tops Mini Mart at 7:21 am. The afternoon run starts at 1:20 pm at Maxwell's Hometown Market and has 16 scheduled stops and one by request stop at Bucktail subdivision. The afternoon bus arrives at the Health and Human Services at 1:54 pm and has 12 additional stops, terminating at Tops Mini Mart at 2:10 pm.

In the Weaverville-Lewiston direction, buses depart from the Tops Mini Mart at 12:15 pm and 6:05 pm. The 12:15 pm departure serves 15 other stops in Weaverville before arriving to the Douglas City store at 12:38 pm, where passengers arriving on the Redding bus at 12:35 pm can transfer to Lewiston. The midday bus then serves three other stops in Douglas City and arrives to Old Highway in Lewiston at 12:45 pm, serving 12 other stops in Lewiston. The evening bus that departs Tops Mini Mart at 6:05 pm in Weaverville serves 12 other stops in Weaverville, serves the Douglas City Store by request and serves three other stops in Douglas City before arriving in Lewiston at 6:28 pm. It then serves 11 stops in Lewiston and three additional stops by request.

Please note that the midday service departing Weaverville to Lewiston at 12:15 pm and from Lewiston to Weaverville at 1:20 pm just started service on November 4, 2013. In addition, on November 4, 2013, the layover time between the Down River bus arriving in Weaverville at 11:10 am and the departure

time to Redding was significantly reduced. Both of these changes are not reflected in the passenger survey, stakeholder outreach or service assessment, as these recent changes happened after the consultant team site visit and collection of the onboard survey results.

Types and Characteristics of Other Transportation Providers

This sub section reports on the available human services transportation programs identified through this study effort. Figure 6 depicts the types of transportation options provided in Trinity County by human service agency providers. In addition to Trinity Transit’s public transportation program, transportation may be **directly provided by the agency** as with the Southern Trinity Health Services, the Weaverville and Hayfork senior centers and Shascade Trinity Disability Services or **provided by staff** of the Behavioral Health Dept. and others. Transportation may be **provided under contract** through a third party, as with the Veterans’ shuttle to the VA Community Based Outpatient Clinic of Redding. Additionally transportation support may be provided through **mileage reimbursement** or **bus pass purchase**, as with the Human Response Network and various other human services organizations.

Figure 6 Trinity County Public and Human Services Transportation Options

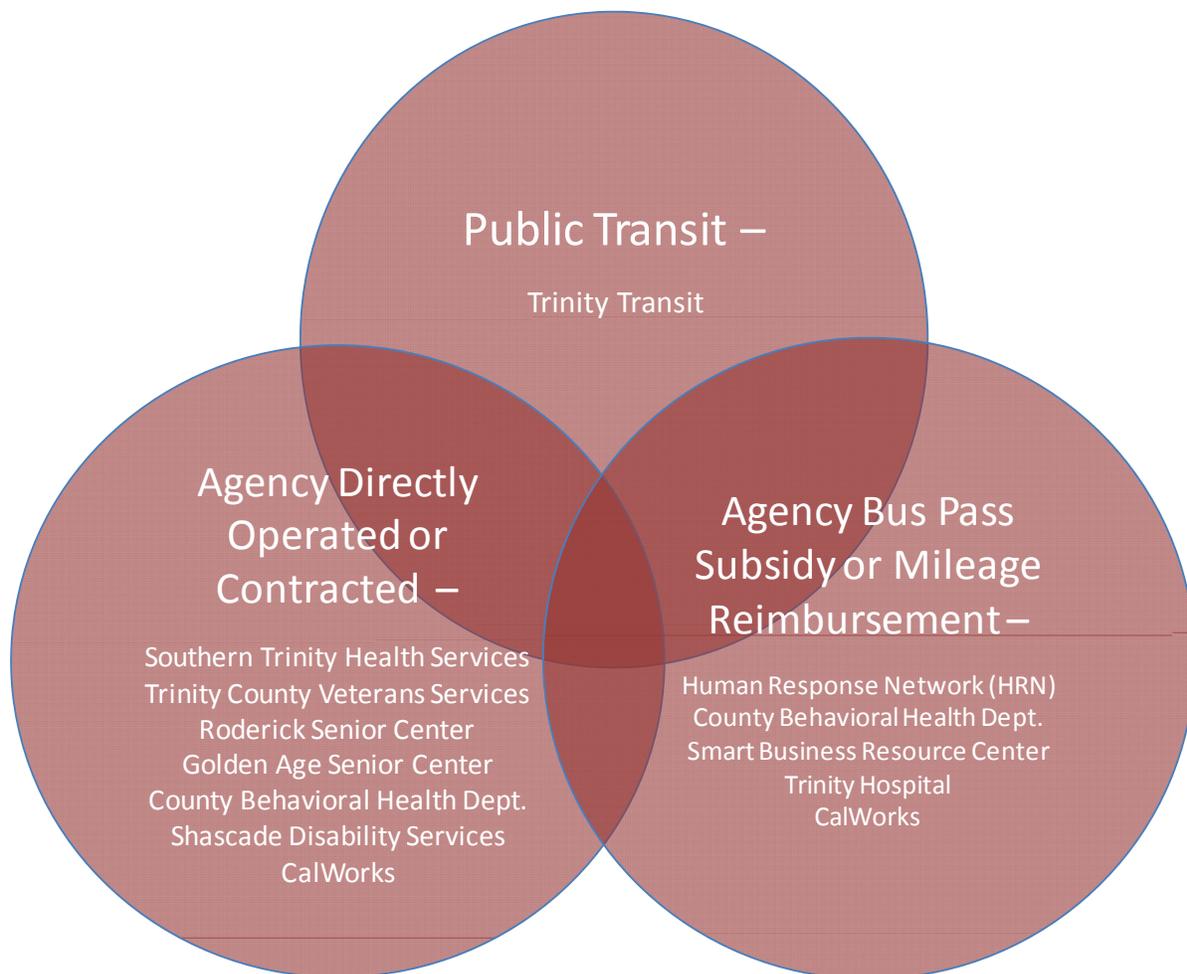


Table 8 at the end of this section presents agency-specific information for ten programs in Trinity County with identified transportation functions that augment the services of Trinity Transit. Agency program transportation details were collected from stakeholder interviews, follow-up telephone calls and review of secondary sources. A total of six (6) vehicles are reported among these ten agencies. Passenger trips were estimated for agencies either directly providing trips or able to report mileage reimbursement information by trip. Agencies in Trinity County supporting passenger trips provided an estimated 18,000 to 19,000 one-way passenger trips last year. Combined with the almost 15,000 one-way passenger trips provided by Trinity Transit, this totals 33,000 to 34,000 one-way trips provided, representing a per capita rate of 2.5 trips per resident. This is discussed further at the end of this section.

County Contracts Supporting Other Transportation

Among the human service programs with a transportation function, Trinity County contributes to operating costs of two, in order to help serve the most rural and least populated areas of the county, as well as to provide trips for those unable to get to or use Trinity Transit. These programs are:

1. **Human Resource Network:** \$40,000 annual contract with Trinity County, which can be increased by another \$10,000 annually if demand warrants. These funds are to be spent for mileage reimbursement from South Fork Mountain north to Weaverville and through the down river communities to the western county line. Funds are predominately for mileage reimbursement although some bus pass purchases are made and not all funds are used every year. There are HRN offices in Weaverville and in Hayfork.

This program is carefully structured to ensure that individuals use resources as intended, for non emergency medical transportation, with various internal controls and quarterly reporting to the SSTAC on transactions.

2. **Southern Trinity Health Services:** \$25,000 a year contract with Trinity County for provision of transportation to and from the Southern Trinity Health Services clinic at Mad River. Southern Trinity Health Services can bill the County at \$1.30 per mile traveled, revenues that help to offset the driver and operating expense of two vehicles. Trinity County helped the agency procure a lift-equipped 17 passenger vehicle with ARRA funding during 2008/2009, to augment its non-accessible van used for the Dental Clinic.

Southern Trinity Health program has had difficulty finding qualified drivers or retaining them, given the challenges of the driving environment in South Trinity County. By the fall of 2013, the program was fully staffed, with a full-time driver, after a long period of part-time and fewer drivers. The program has since fall 2013 been able to run service regularly, a full four-day-a-week schedule.

Transportation Operated by Other Agencies

The **Veterans Administration Community Based Outpatient Clinic** in Redding is providing transportation between

Weaverville and Redding twice a month. This new service, commencing in April 2013, operates on the first and third Tuesdays of each month, the schedule shown in Figure 7. Early ridership has been quite low, one or two persons each time, although the County Veterans Specialist advertises and promotes it continuously in his monthly newsletter. There was some concern that the tight schedule – with just 2 ¼ hours at the Clinic before the bus leaves for Weaverville – challenging for veterans to get their appointment begun and commenced, any pharmacy visit made and other VA business conducted.

Additionally, as shown in Figure 8, there is the capability of trip-making between Redding and the **Sacramento Veterans Administration Medical Center** five days a week (buses leaving at 6 a.m.) and the **Martinez Veterans Administration Medical Center** two days a week (buses leaving at 5:30 a.m. Mondays and Wednesdays).

Figure 7 Trinity County VA Shuttle



Depart	Time	Location
Weaverville	7 am	Veteran's Memorial Hall
Douglas City	7:30 am	Douglas City Store

Arrive	Time	Location
Redding	8:30 am	Redding OPC

Depart	Time	Location
Redding	10:45 am	Redding OPC

Arrive	Time	Location
Douglas City	11:45 am	Douglas City Store
Weaverville	12:15 pm	Veteran's Memorial Hall

Reservations Required (530) 226-7575

Figure 8 Northern California Veterans Shuttle Service Schedule

NORTHERN CALIFORNIA HEALTH CARE SYSTEM

SHUTTLE TICKET

This round trip ticket will be issued to patients who have reservations for a VA shuttle service.

VETERANS – Please keep ticket with you and present it to the driver for a return trip.

If you do not plan to return on the VA shuttle, please inform the driver before getting off the shuttle, and remember to return your ticket to the driver.

If during your clinic visit you decide to return by another means, please drop off this ticket with the Travel Clerk at the Outpatient Clinic. This will assist the driver in verifying patients returning on the VA shuttle and allow the van to depart on time.

Thank you for your cooperation.

To make or cancel a medical appointment, please call the following Telephone Care Team number: 1-800-382-VETS (8387).

Riders can get information or reserve a seat on the shuttle by visiting or calling the travel clerk at each facility. Refer to the Transportation Reservation Numbers listed below:

TRANSPORTATION RESERVATION NUMBERS

Chico OPC	(530) 879-5000 Main Reception
Fairfield OPC	(707) 437-1800 Main Reception
Mare Island OPC	(707) 562-8279 Travel Clerk
Martinez OPC	(925) 372-2174 Travel Clerk
Oakland OPC	(510) 267-7811 Travel Clerk
Redding OPC	(530) 226-7575 Transportation
Sacramento Medical Ctr.	(916) 843-7012 Travel Clerk

This transportation is provided free of charge to accommodate veterans with scheduled appointments on a first-come, first serve basis. ONLY PATIENTS ARE TO RIDE THE SHUTTLE UNLESS ARRANGEMENTS ARE MADE BY A PHYSICIAN FOR AN ATTENDANT TO ESCORT THE PATIENT. CHILDREN ARE NOT AUTHORIZED TO RIDE THE SHUTTLE. Veterans interested in using this shuttle service must sign up in advance by making reservations with Travel Clerk, Main Reception or transportation.

Patient Identification:

Date of Travel: Destination:

SHUTTLE SCHEDULE

<p>LEAVE MARTINEZ OPC</p> <p>8:30 a.m. to Sacramento (MATHER)</p> <p>8:30 a.m. to Oakland/San Francisco VA</p> <p>9:30 a.m. to Oakland OPC</p> <p>9:45 a.m. to Fairfield OPC (TRAVIS)</p> <p>10:00 a.m. to Mare Island (1)</p> <p>12:00 noon to Oakland OPC</p> <p>12:45 p.m. to Mare Island (1)</p> <p>12:45 p.m. to Oakland/San Francisco VA</p> <p>12:50 p.m. to Fairfield OPC (TRAVIS) and transfer to MATHER Shuttle to Vacaville Park & Ride</p> <p>2:30 p.m. to Sacramento (MATHER)</p> <p>2:55 p.m. to Mare Island (1)</p> <p>3:00 p.m. to Fairfield OPC (TRAVIS)</p> <p>3:15 p.m. to Oakland OPC</p> <p>LEAVE SACRAMENTO (MATHER)</p> <p>8:15 a.m. to Sacramento (MCCELLELLAN)</p> <p>8:30 a.m. to Martinez OPC</p> <p>10:00 a.m. to Fairfield OPC (TRAVIS)</p> <p>10:45 a.m. to Sacramento (MCCELLELLAN)</p> <p>1:45 p.m. to Sacramento (MCCELLELLAN)</p> <p>2:30 p.m. to Martinez OPC</p> <p>3:00 p.m. to Fairfield OPC (TRAVIS)</p> <p>LEAVE MCCELLELLAN OPC</p> <p>9:30 a.m. to Sacramento (MATHER)</p> <p>12:30 p.m. to Sacramento (MATHER)</p> <p>3:15 p.m. to Sacramento (MATHER)</p> <p>LEAVE FAIRFIELD OPC (TRAVIS)</p> <p>8:15 a.m. to Vacaville Park & Ride (2)</p> <p>8:15 a.m. to Martinez OPC</p> <p>8:30 a.m. to Sacramento (MATHER)</p> <p>10:50 a.m. to Martinez OPC</p> <p>1:30 p.m. to Sacramento (MATHER)</p> <p>1:50 p.m. to Martinez OPC</p> <p>MATHER FIELD LIGHT RAIL STATION</p> <p>Shuttle from Sacramento (MATHER) to Mather Field Light Rail Station Starts 7:45 a.m. and runs every 45 minutes until 4:40 p.m.</p> <p style="text-align: center;">SCHEDULE FOOTNOTES</p> <p>(1) The Martinez OPC to Mare Island OPC Shuttle stops in each direction at York & Marin in Vallejo.</p> <p>(2) Park & Ride by prior appointment only. Please call Travis Travel @ (707) 437-1800.</p>	<p>LEAVE OAKLAND OPC</p> <p>8:30 a.m. to Martinez OPC</p> <p>9:30 a.m. to San Francisco</p> <p>11:00 a.m. to Martinez OPC</p> <p>1:30 p.m. to San Francisco VA</p> <p>2:00 p.m. to Martinez OPC</p> <p>3:30 p.m. to Martinez OPC</p> <p>LEAVE MARE ISLAND OPC</p> <p>8:15 a.m. to York & Marin Bus Stop</p> <p>9:00 a.m. to Martinez OPC (1)</p> <p>11:00 a.m. to Martinez OPC (1)</p> <p>1:50 p.m. to Martinez OPC (1)</p> <p>3:55 p.m. to York & Marin Bus Stop</p> <p>LEAVE VALLEJO YORK & MARIN</p> <p>8:35 a.m. to Mare Island OPC</p> <p>9:15 a.m. to Martinez OPC</p> <p>10:30 a.m. to Mare Island OPC</p> <p>11:15 a.m. to Martinez OPC</p> <p>1:10 p.m. to Mare Island OPC</p> <p>2:05 p.m. to Martinez OPC</p> <p>3:30 p.m. to Mare Island OPC</p> <p>LEAVE SAN FRANCISCO VA</p> <p>10:30 a.m. to Oakland OPC/Martinez OPC</p> <p>2:30 p.m. to Oakland OPC/Martinez OPC</p> <p>LEAVE VACAVILLE PARK & RIDE (2)</p> <p>8:30 a.m. to Martinez OPC</p> <p>LEAVE REDDING OPC</p> <p>5:30 a.m. to Martinez OPC (Mon & Wed)</p> <p>6:00 a.m. to Sacramento VA (Mon - Fri)</p> <p>LEAVE CHICO OPC (MON - FRI)</p> <p>5:20 a.m. to Sacramento (MATHER)</p>
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Rev. 10/1/2009

The **Shascade Community Disability Services** operates two vans to bring consumers, clients of Far Northern Regional Center, to its day program on Main Street in Weaverville. The program transports home to Hayfork one consumer who travels in on Trinity Transit but the wait from 2 p.m. until almost 5 p.m. to return is too long. Similarly, one client travels in from down river on Trinity Transit but regularly misses the first two and one-half hours of day program, given the late arrival time of the down river run. The program encourages use of transit whenever possible and transports the other 9 or 10 individuals between their homes and the center daily, providing an estimated 4,500 trips annually. The program is growing, with five new consumers authorized by Far Northern Regional Center to begin attending. Several of these are likely transit users, from both Hayfork and down river.

Both Weaverville and Hayfork senior centers directly operate transportation. The **Golden Age Senior Center** in Weaverville has a long-standing relationship with Trinity Transit, ensuring local mobility of Weaverville seniors in. Its lift-equipped, eight-passenger vehicle is operated by a paid driver. Services are provided three days a week around the community, every day to the Senior Center and once a week specifically for shopping trips. Trips into the Golden Age Center are free and elsewhere are \$2 one-way, with an estimated 4,500 trips provided annually.

The **Roderick Senior Center in Hayfork** provides transportation within a five to eight-mile radius of Hayfork, with its lift-equipped nine-passenger van and paid driver. An estimated 3,200 trips are provided annually and are generally trips to and from the Senior Center, with some limited transportation provided to seniors around Hayfork.

Agency Provided Mileage Reimbursement and Other Transportation

As has been noted elsewhere in this document, programs of the **Behavioral Health Department**, **CalWorks**, the **Smart Business Resource Center** and **Far Northern Regional Center** are among those who each have some limited ability to purchase bus passes from Trinity Transit, when clients can use Trinity Transit to meet their travel needs.

Table 7 Human Service Agency Transportation

Human Services Agency Transportation							
Service	Contact Information	Consumer Caseload/ Eligibility	Agency Services Generating Trips	Service Area and Schedule	Transportation Subsidy To Agency or To Consumers	Vehicles	Annual Trips
Southern Trinity Health Services, Mad River	Kelly Murphy, Chief Financial Officer (707) 574-6616 kmurphy@sthsclinic.org	Serving 12,000 to 15,000 annual patient encounters; anticipate growth to 20,000; 2012 - 2,383 unique patients	Comprehensive primary care; behavioral care; dental care	Tues. & Wed.-Hayfork, leaves 9 a.m. Hayfork Community Center Mon. and Thurs. - traveling into Aracata or Eureka for medical and shopping	County Contract to STHS for \$25,000 to contribute to vehicle operations expense.	1 17-passenger bus, running 4 days a week; 1 10-passenger van (Dental bus)	Approx. 3200 - 4000 one way trips per year with full-time driver (4 days/week)
Human Resource Network	Jeannetta Dillon (HRN) 520-623-5541	Participants are residents of Trinity County, unable to transport themselves, within 200% of Poverty Level and able to sign application. Processing 5 to 30 vouchers per month, mostly for gas cards; 10-20% for transit vouchers	County contract to provide transportation services in lieu of paratransit; trip purposes limited to hospital, doctors' offices, pharmacies and social service	Weaverville, Down River Communities, Hayfork -- Not Serving Southern Trinity County	County Contract to HRN for \$40,000 to pay \$0.25 per mile to qualified drivers for mileage reimbursement; driver found by consumer.	Reimbursing volunteer drivers: \$20-\$30 round-trip; Fuel cards for low-income drivers: \$16 - \$18 round-trip; Transit Passes \$8 -\$10	Approx 3,048 one-way mileage reimbursement or fuel card trips; 118 transit bus passes purchased
Golden Age Senior Center, Weaverville	Kit Porritte, Executive Director (530) 524-3053 Rick Walton, Driver	Persons age 55+ an persons with a disability	Congregate meals, home-delivered meals, site-based activities and events	Within Weaverville City. Service area boundaries: Jehovah Witness Church; High School; Oregon Mtn to Community Forest; Hwy 3 to Musser Flat Road. Hours & Days: Mon-Wed-Thurs 9:30-2 pm Tuesday shopping day 8:30-4 pm	N/A	1 8-passenger bus, lift-equipped	Approx. 4,500 one-way trips per year
Roderick Senior Center, Hayfork	Rose Owen (530) 628-4692	Anyone 60 or older; 500 persons in database; 100 vounteers	Congregate meals, home-delivered meals (9 persons), site-based activities and events	Eight-mile radius of Hayfork	N/A	1 9-passenger bus, lift-equipped (not 5310 vehicle); paid driver 11 a.m. to 3 p.m.	Approx. 3,200 one-way trips per year
Shascade Trinity Disability Services	Melissa Martin, Administrator (530) 623-6881	11 persons attend daily; another 5 referrals anticipated with up to 4 likely traveling daily from Down River and 4 from Hayfork	Day program activities Weekdays from 9 a.m. to 2 p.m.	Currently using Trinity Transit: 2 from Down River and 1 from Hayfork (one-way only); expecting 5 new referrals who may all be Trinity Transit users.	Far Northern Regional Center purchase bus passes on behalf of those consumers who can use Trinity Transit.	2 vans/Town & Country and Caravan; neither is lift-equipped	4,500
County Dept. of Behavioral Health	Anne McRae, Weaverville	Estiamted at 200 open MediCal cases;	Behavioral health group and therapy appointments, consumers traveling 2 - 3 x/week; medication appointments every 6 weeks; Wellness Center drop-ins	Countywide	Purchasing up to 15 bus passes each month for consumers; discourages ongoing use of HRN pre-paid passes	County vehicles available to 4 to 5 staff	N/A
	Katie Rourke, Clinician at Hayfork Office	10 persons come to Hayfork Clinic daily; MediCal there on Wednesdays; CalWorks there on Tuesdays		Greater Hayfork to Mad River			
County Dept. of Social Services/ CalWorks	Jennifer Ammons, Employment Services (530) 623-8239	160 to 170 persons	Provides training and job search services	Trinity County	Purchases bus passes from Trinity Transit	2.5 support staff provide use county cars and van to transport clients to appts. 20 to 30 hours per week	N/A
SMART Business Resource Center	Laurie Grieg (530) 245-1573 glaurie@thesmartcenter.biz	Displaced workers; youth and adults seeking employment Current caseload approx. 35	Provides training and job education, job preparation	Classroom training for certified nursing assistants - 8 week duration	Purchases bus passes and pays mileage reimbursement for own vehicle to travel to work or training	N/A	N/A
Trinity County Veterans Office, Weaverville	Patrick Meagher (530) 623-3975 pmeagher@trinitycounty.org	1,376 Dept. of Vetears Affiars cases in Trinity County; 170 with applications pending	Benefits application and administration	Trinity County	Redding VA community-based outpatient clinic began shuttle April 2013 for first and third Tuesdays of each month. Leaves Weaverville at 7 a.m. Douglas City at 7:30 a.m. arr. Redding at 8:30 a.m. Leaves Redding at 10:45 a.m. and returns to Weaverville by 12:15 p.m.		
Trinity Hospital	Rita Lee, Continuing Care (530) 623-5541 rlee@mcmcdical.org	155 discharges in Januar (100+ discharges monthly); 300 - 400 persons seen in ER monthly	acute medical care services, ER, in-patient hospitalization; some limited after-care follow-up	Trinity County	Purchases bus passes from Trinity Transit	Coordinates locally with Golden Age Senior Center transportaiton, Angles Taxi and Weaverville Taxi; in Redding with Precious Cargo and Care-A-Van	

Limited Private Sector Transportation

There is taxi service in Trinity County, although limited to Weaverville. **Angels Taxi** and **Weaverville Taxi** operate in and around Weaverville. In addition, **Precious Cargo** and **Care-A-Van** are among the providers in Redding used by Trinity Hospital to transport consumers. The low demand coupled with the potential for long and expensive trips without the ability to pay for these has presumably constrained the development of more options.

Assessing the Volume of Public and Human Service Agency Trips Provided

To contribute to the discussion of mobility gaps and needs, it is useful to consider public transit and human service agency-provided trips in combination. Table 8 summarizes these, excluding the bus pass trips – because these are provided by Trinity Transit, even if paid for by another agency.

**Table 8 Estimated Volume of Transit and Human Service Agency Trips Provided In Trinity County
– FY 2012/13**

Public Transit or Human Service Agency Transportation Programs	Trips		Vehicles	
	#	%	#	%
Trinity Transit	14,846	45%	8	57%
Southern Trinity Health Services	3,200 – 4,000		2	
Human Resource Network	3,048		n/a	
Golden Age Senior Center	4,500		1	
Roderick Senior Center	3,200		1	
Shascade Trinity Disability Services	4,500		2	
<i>Total Agency Program Reported</i>	18,448 – 19,248		55%	
<i>Total Public Transit and Agency Reported</i>	33,294 – 34,094	100%	14	100%
<i>Trinity County Population (2012)</i>	13,526			
<i>Land Area in Square Miles</i>	3,179			
<i>Trips per Capita</i>	2.49 - 2.52			

The almost 15,000 trips provided by Trinity Transit represent less than half of the total estimated 33,000 to 34,000 trips provided last year, as presented in Table 8 above. The human service agency programs, small though each one is, are **providing a significant 55% of total trips** and as such, are critically important resources to the overall mobility of Trinity County residents who are transit dependent. Similarly, their vehicles --- six (6) of fourteen (14) total or 40% – increase the ability and range of trips that can be provided to Trinity County residents.

Trips per capita is a measure that describes the relationship of population size to trips provided. Although this level of 2.5 trips per resident per year presented in Table 8 is very modest, it is nonetheless greater than it otherwise would be, were not the human service agency transportation programs in place. This measure is something to watch with time, seeking to increase the volume and rate of trips provided, in relation to Trinity County's overall population.

IV. Mobility Needs and Gaps to Projects

This section highlights the mobility needs and gaps identified through extensive outreach efforts. More detail can be found in the project's Phase I report. From a discussion of needs, this section travels to a proposed structure of Coordinated Plan Goals, Objectives and Strategies of Response for Trinity County.

Coordinated Plan Outreach Efforts

The Short Range Transit Development Plan, Phase I report identified an array of mobility needs and service gaps that Trinity County residents face in moving about within Trinity County or to destinations in adjacent counties. Getting to those needs and service gaps was the result of input from an extensive outreach process that included:

- Interviews and focus groups with the consultant team that involved more than 25 persons representing human service organizations, educational institutions and medical services.
- Public meetings in Hayfork, Weaverville, Junction City, Salyer and Hyampom
- Interviews and focus groups with potential riders, including:
 - Seniors at the Roderick Senior Center
 - Residents at Eskaton Manor, Hayfork
 - Shasta College student and home school program participants.
 - GED students
- Informal interviews with riders and drivers onboard Trinity Transit buses
- A community survey published in local newspapers and posted on the Trinity Transit website although this generated minimal response.

Figure 9 Agency Stakeholders

Interviewed

Behavioral Health
 County Dept. of Social Services
 Human Response Network
 SMART
 County Dept. of Education
 Trinity County Hospital
 Southern Trinity Health Center
 Shasta Regional Medical Center
 Roderick Senior Center
 Eskaton Manor
 Golden Age Senior Center
 Child Protective Service
 Trinity County Courts
 Trinity County Veteran's Affairs
 Willow Creek Comm. Services Dist.
 Tribal TNAF
 Shascade

Overview of Mobility Needs and Gaps

A reiteration of the needs described in the SRTP Phase I Report is presented here, summarized in four areas of direct relevance to the Coordinated Plan update process: 1) need to develop resources, 2) need to address non-emergency medical transportation; 3) need to develop leadership tools around information sharing and mobility management; 4) capital projects' support.

1. Need to continue developing and enhancing public transportation resources

Continuing Service Demand The growth in use of Trinity Transit over recent years has been substantial. The FY 2012/13 ridership of almost 14,850 one-way passenger trips is almost twice the 2008/09 ridership of 7,700 trips. Although that is partly explained by expanded service to five days per week in FY 2010/11 and continued service expansion in FY 11/12, this also reflects the latent public transit demand that exists for residents of Trinity County and of persons traveling through Trinity.

Desired Service Improvements With much of this trip growth and increased transportation demand on the Redding and Down River routes, dialogue with human service agencies and with Trinity Transit riders indicates that there are other transportation needs. Trinity Transit's continuing trip growth indicates that there are still additional unmet transit needs to be met by regional – and some local – Trinity Transit services, as well as other specialized services. Specifically, top three highest rated Trinity Transit service improvements and enhancements that riders indicated were:

- Saturday service between Redding and Weaverville
- Bus shelters at more bus stops
- Saturday service between Willow Creek and Weaverville

When asked to select just a single service improvement from a list of several choices, the riders indicated that providing Saturday service on Trinity Transit's core routes would be very popular.

Travelers from Within and From Outside Trinity County The rider survey indicates that over 70% of Trinity Transit riders are making trips with at least one end within Trinity County, while 27% are "traveling through." Among the 149 respondents to the August and October passenger surveys, half (51%) live in Trinity County and half (49%) live outside Trinity County. This underscores that the audiences on whom this Coordinated Plan is focused, are living both within and outside of Trinity County, although Trinity County residents' mobility needs are of greater concern to the County's governing and administrative bodies.

Destinations in Redding Interviews with key stakeholders indicate that the greatest challenge facing riders is to reach specific destinations within Redding. These destinations include Shasta College, Shasta Regional Medical Center, Mercy Hospital and private physicians' offices, as well as the Office of Education's Builder's Exchange training programs. Other destinations identified include the VA Medical Center, the Social Security Office and major grocery stores including Wal-Mart and Winco Foods. Comments about earlier travel into Redding on Trinity Transit were received.

2. Non-Emergency Medical Trip Needs Within Trinity County and to Adjacent Counties

Continuing Specialized Transportation Partnerships Another type of trip need surfaced that can sometimes be met by Trinity Transit's scheduled service and sometimes requires more specialized responses. Non-emergency medical transportation (NEMT) trip needs exist to medical services in Weaverville, associated with Trinity County Hospital, at Shasta Regional Medical Center in Redding and other Redding-area medical facilities including the Veterans Administration, and to Southern Trinity Health Services in Mad River.

Trinity County has two effective coordinated projects in place to help support this NEMT trip need. Its specialized transportation contract with Southern Trinity Health Services provides \$25,000 specifically for such south county trip needs. Pockets of additional need do exist, for example from the community of Hyampom and other outlying, small and isolated communities throughout the County. The County's second specialized transportation contract, currently for \$40,000 with the Human Resource Network (HRN), also helps to support NEMT trip need through mileage reimbursement to volunteer drivers where no Trinity Transit services exist.

Trinity County's strong partnerships with Southern Trinity Health Services and HRN are effective and efficient strategies for addressing non-emergency medical transportation needs. In one case, a rural health care clinic is assisted in getting its patients into services. In the second case a voluntary human services organization, HRN, can better aide its constituents through this transportation program. Both are extending what they can do through their Trinity County coordinated partnerships. The continued support of these – albeit at modest funding levels that the County can sustain – is extremely valuable in addressing ongoing NEMT trip needs. Also important is Trinity County's ability to ensure that its coordinated partners are maintaining solid records of the trip-making supported, that vehicles are maintained in safe operating condition and that effective communication between Trinity County and its human service agency partners continues.

Notably, other agencies do provide some non-emergency medical transportation, including the County Behavioral Health Dept., the Veterans Administration and the Dept. of Social Services. It appears that additional trip needs exist and creative opportunities to coordinate with these organizations may develop, expanding the number of coordinated partnerships.

Promoting and Growing Coordinated Transportation Partnerships The Coordinated Plan/ Short Range Transit Plan research effort identified that human service agency provided transportation represents a significant resource to the county, with Trinity Transit providing 45% of transit trips recorded and human service agencies approximately 55% of a total of between 33,000 to 34,000 passenger trips. Trinity Transit administrators will do well to support and encourage the human service transportation programs in the County, seeking to protect the continued viability of human service agency transportation support and to potentially grow these, as resources allow.

The indicator of trips provided, measured in trips per capita, is between 2.49 and 2.52 for the County's overall population of 13,526 (2012 American Community Survey/ US Census), about 2 ½

trips per person per year. A goal of growing this indicator, to increase the transit trips per capita for Trinity County residents, is an important focus of the Coordinated Plan.

3. Leadership to Coordinated Efforts through Information Tools and Mobility Management

Continuing Trinity Transit Information Tools Substantial work has been put into Trinity Transit’s paper and web-based information pieces as well as at individual bus stops. The evidence of this lies in the system’s continuing growth in riders and in the high ratings of transit awareness reported by Trinity County agencies and personnel. It is important to continue these transit familiarization activities, in print, on the website, in various marketing campaigns and at the bus stops. Certainly some transit users are long-standing and continuing riders. Others will need all these information tools when they need to “discover” Trinity Transit at times when their own transportation becomes unreliable and for youth who want to begin to travel independently. And, in the case of some older adults, some prospective riders will need to find their way to Trinity Transit when they reduce or cease driving independently.

It is important that public transportation uses all possible avenues to such prospective riders when they begin to seek transportation information.

Promoting Mobility Management The FTA Section 5310 program supports Mobility Management function that works to improve the access of riders to available public transportation and to inform and train both agency personnel and prospective riders in the use of public transportation. There are two levels of focus: (1) riders and prospective riders and (2) at system levels with agency personnel who work with consumers and who may manage their own transportation resources.

- **Mobility managers can work at individual rider levels**, helping to provide information and assist or train riders in use of the system, helping them with trip planning for specific trips.
- **Mobility managers can also work at system and agency levels**, to help agency personnel in understanding how Trinity Transit works and how to communicate that information to their own caseloads. System-level mobility management can involve evaluating existing services and in developing new services to meet particular trip needs.

Mobility management specifically works to interpret and extend transportation resources – working with individuals and working with human service agencies to build use of existing transportation and to develop new transportation capabilities. Mobility Managers work between human services and public transit to address mobility gaps. Mobility management is an excellent facilitator of Coordinated Plan projects.

The new National Center on Mobility Management, initiated by the Community Transportation Association of American and found at www.ctaa.org will have new resources and tools that can be of value to Trinity County in crafting its own mobility management model.

4. Capital Projects Support

Vehicle replacement needs In the near future Southern Trinity Services will potentially need to acquire an additional vehicle to augment the eight-to-ten passenger van used by the Dental Clinic. Eventually they will also need to replace the 2009 vehicle purchased for the agency with ARRA funds. Trinity County Transportation Commission support in navigating the changing Section 5310 vehicle grant program will help to support the County's overall ability to safely and cost-effectively meet mobility needs of its most isolated persons, including older adults, persons with disabilities and persons of low-income. Despite the challenge of meeting the 20 hour per week vehicle use requirement in such a rural area, these capital investments are critical to mobility for these populations.

Coordinated bus stop improvements Bus stop enhancements, including more shelters and increased numbers of stops, were identified by riders and by agency personnel as of continuing importance. This addresses needs for protection from the elements, for safety of the individuals waiting at bus stops and the importance of continuing to promote the availability of public transportation.

Among the coordinated projects explored was the potential for a transit center in Willow Creek where Trinity Transit, KT-NET and the Redwood Transit System buses have a coordinated meet and passenger transfer. The current location is potentially problematic, with multiple buses arriving simultaneously and safety concerns expressed by various stakeholders.

Existing Coordination Successes in Trinity County

Trinity County, through leadership both by Trinity Transit staff and by that of other organizations in the county has a number of existing coordination successes that provide a foundation for future coordinated initiatives and projects by which to address mobility gaps.

Existing Coordination with Connecting Transit Systems

Much of Trinity Transit's ridership success has been the result of effective coordination with connecting transit services to enable inter-county travel. On the western end of the Trinity Transit service area, in Willow Creek, services are coordinated to provide no-wait connections with Redwood Transit System for trips to Arcata and beyond and KT-Net for trips to the Hoopa reservation. Regular coordination meetings are held with connecting transit providers to manage this coordinated system and insure that passengers have maximum opportunities to travel regionally.

On the eastern end of its service area in Redding, Trinity Transit connects with RABA, Greyhound, Capital Corridor, Amtrak, Sage Stage and Susanville Rancheria buses. Changes to the schedule have recently been made to adjust to changes in the Amtrak and Greyhound arrival/departure times.

Existing Coordination with Human Services Agencies

As noted above, many human services agencies collaborate with Trinity Transit by purchasing transit passes on behalf of their clients and through two county contracts with Southern Trinity Health Services and the Human Resource Network.

Other transportation services within the County fill areas of need not met by Trinity Transit, as was presented in Table 6, Inventory and is reiterated here as these program supplement and complement Trinity Transit's public transportation services.

- **Southern Trinity Health Care** provides NEMT service between Mad River and Hayfork (two days per week), plus limited service to the remote communities such as Ruth that have no other transportation service.
- **Golden Age Senior Center** in Weaverville provides service from within Weaverville to their nutrition program. They also provide shopping service within Weaverville one day per week. They service primarily those aged 55+, but can "pick up anyone." Trips to and from the Senior Center are free, others are \$2.00. They have picked up a passenger and brought them to the Trinity Transit stop for a trip to Redding.
- **Roderick Senior Center** in Hayfork provides service within and around the Hayfork community. They transport seniors to their nutrition program and to shopping. There have been periods when the Senior Center provided trips into Redding, including attempting to organize Saturday shopping trips to Redding, but these met with little success. Currently the Roderick Senior Center provide rides for two to three people per day. While there may be some interest in coordinating with the Senior Center vehicle to pick-up other individuals, its manager is not certain that this is allowed under current Area Agency on Aging rules.
- **Veteran Affairs**, as noted, provides service between Weaverville and the Redding VA facility two days per month. The service provides a very limited window of time in Redding for medical appointments. The service leaves Weaverville at 7 a.m. and Douglas City at 7:30 a.m. (As the Hayfork bus arrives in Douglas City at 7:24 am, a connection would be possible for Veterans coming from Hayfork). Only one to two riders per trip are transported.
- In addition to purchasing transit passes, the **Human Resource Network**, (HRN) also provides gas cards for those who cannot use the bus. This support is necessarily limited, only providing help two times per month to each eligible applicant and only for verified medical and social service appointments. HRN assistance is not currently available to persons living in southern Trinity County, however TCTC is considering amending their contract with HRN to include Southern Trinity residents.
- Where Trinity Transit is not available and/or HRN assistance is not available, the County **Department of Social Services** and **Department of Behavioral Health** do allow staff to transport clients in agency vehicles.

Additional Coordination Opportunities

Various coordinated projects were considered and explored with stakeholders during the process of this Coordinated Plan Update. Five opportunities, likely of high priority given stakeholder interests, are summarized here:

1. Serving Hyampom through service coordinated with the Southern Trinity Health Services

During the SRTP/ Coordinated Plan update process, the team met with Hyampom residents who expressed desire and need for some transportation connection into Hayfork, and on to places elsewhere in Trinity County and beyond. The Southern Trinity Health Services also indicated interest in bringing their health transportation to that community, as part of their outreach for the new dental clinic developing in Hayfork and the satellite childrens' health program developing in coordination with the Hayfork school district.

Specifically, the Southern Trinity Health Services could provide a coordinated transportation service to bring Hyampom residents to Hayfork both for medically-related services of this rural health clinic and for other trip purposes. Under this model, the Hyampom residents could use the bus, even if they were not attending a Southern Trinity Health Services clinic. Promotion of the service could be jointly undertaken by the Hyampom Community Center, Southern Trinity Health Services, the Human Resource Network and Trinity County's Social Services Transportation Advisory Council (SSTAC) whose members may have constituents living in Hyampom.

Low service levels could be defined initially, for example a round trip once per month or once every two to three weeks between Hyampom and Hayfork. The schedule could be designed to allow sufficient time to conduct some business in Hayfork, as well as make locally-scheduled medical appointments.

Trinity Health Services has indicated some interest in testing the concept and TCTC could assist in promoting even initial use through its SSTAC and this Coordinated Plan's contacts database. A coordinated partnership of Trinity Health Services and Trinity Transit, with others to be identified, could pursue ongoing grant funding to underwrite the marginal costs of transporting Hyampom residents. This project would be eligible for FTA Section 5310 new operating funding, a rural Call for Projects anticipated to be released in the fall 2014. Southern Trinity Health Services as the prospective sub-recipient, would need some support and technical assistance to comply with all relevant FTA rules. Even if the concept is tested in the months preceding a formal grant proposal to ascertain community interest and possible response, it needs to be presented to Caltrans as a new project for 5310 funding, as indeed it would be a brand new initiative developed in response to Coordinated Plan identified needs.

2. Coordination for a Willow Creek Transfer Center

The planning and construction of a dedicated transfer center in Willow Creek will represent a coordination effort between Trinity and Humboldt County, Trinity Transit and Redwood Transit System, as well as the Tribal Transportation program, KT-NET. Transfer location concerns with the existing site include Americans with Disabilities Act (ADA) compliance, pedestrian safety on both the state highway and on adjacent streets and safety issues in the parking of three or more transit vehicles at once.

A multi-agency coordination proposal is probably very competitive for funding sources that include Section 5311 and other capital-only funding. Participating agencies will need to identify some match funding for the project to go forward, with levels to be determined by the fund source. There was some question as to the best transfer site, among some options in Willow Creek. Conceivably one dimension of the project is to make an assessment of the alternatives, identify the most promising alternative to which all relevant stakeholders can agree, to then draw up plans and construct a new coordinated transfer facility.

3. Medical transportation coordination

This high-level need was spoken to by a number of participants and responses suggest a mix of projects are needed. **Coordination through Trinity County's contract with Southern Trinity Health Services** may address the medical needs of Hyampom residents, and additional isolated communities such as Ruth and Zenia. It may prove feasible through the existing contract or through some augmentation to that in the form of either capital or operating support or both.

In Redding, there is concern about Trinity County residents who need transportation but little understanding on the part of hospital continuing care staff about existing public transportation or any other type of initiative. At the simplest level, **information coordination with hospital personnel** is critical – particularly as Trinity Transit services into Redding evolve. More complex projects could involve some limited mileage reimbursement to volunteers willing to come down to Redding from Trinity County to bring home newly discharged patients, or to provide door-through-door non-emergency medical transportation to those too frail to use Trinity Transit.

Targeted outreach through human service agency stakeholders, on behalf of the HRN program, could help to ensure that potentially eligible persons are advised of this potential transportation support. Notably, it does require that the individual has access to a vehicle and can drive him or herself. That can be difficult for some, particularly the frail elderly. Some expansion to a mileage-reimbursement program for volunteers, akin to the national model of California's Riverside County's Independent Living Partnership TRIP program, may be indicated. Riverside's TRIP encourages the person needing the trip to locate a volunteer – a friend or a neighbor – and provides mileage reimbursement at \$0.29 to \$0.35 to the rider who in turn reimburses his or her driver. TRIP administrators do support individuals in thinking about who to ask and how to ask, but the onus remains on the client. This model has been successfully replicated across the country, with more information to be found at: <http://ilpconnect.org/trip-riverside/>

As health care reform continues to develop through implementation of the Affordable Care Act and through new health care structures, additional opportunity for transportation coordination will develop. TCTC's ability to capitalize upon these will begin and end with being part of the dialogue that is helping to bring about these changes. Some participation in such conversations is indicated – with Dept. of Public Health contacts, the region's managed care organizations and the regional health care providers including the VA and the Shasta Regional Medical Hospital.

Specific hospital based coordination could include:

VA Northern California Health Care System – The Redding Outpatient Clinic on Hartnell Avenue and local Trinity County Veterans Dept. officer are both places to start in terms of identifying specific coordination opportunities for Trinity County. As background, helpful guidance can be found in the newly released Transit Cooperative Research *Report 138: Community Tools to Improve Transportation Options For Veterans, Military Service Members and Their Families*. Particular projects could be identifying ways to coordinate with the VA shuttle that currently leaves from Weaverville at 7 a.m. on the first and third Tuesdays of the month. Coordination with the VAMC shuttles leaving from Redding and traveling down to the Sacramento and Martinez VA facilities will be more complicated.

Dialogue can be initiated with three individuals, possibly seeking to meet with them as a group: the County Veterans Specialist based in Weaverville, the Outpatient Clinic manager on Hartnell in Redding and its Outpatient Clinic Transportation Coordinator. Meeting with these individuals, and possibly in time involving the Transportation Officers of the Sacramento and Martinez VAMCs, could identify potential for coordinated transportation projects on behalf of Trinity County's 1,825 veterans, 13% of the 2012 county population.

Shasta Regional Medical Center Coordination - The Continuing Care Department shares some concerns with other Trinity County public health and health care agency stakeholders for whom transportation to or home from this facility can be difficult. TCTC might work in partnership with its local public health care workers to explore coordinated projects, in conjunction with the Shasta Regional Medical Center, that extend existing services. Possibly some type of inter-county mileage reimbursement project through the Human Resource Network could be constructed to partner with the hospital. Possibly information-based projects could help to better communicate about new Trinity Transit connections and timing that result from its Short Range Transit Development Plan efforts. Given the uncertainties around the Affordable Care Act implementation, TCTC is encouraged to work through local public health care professionals in approaching the Shasta Regional Medical Center.

Projects are developing slowly around California, as transportation and health care personnel explore and identify their common interests in getting frail and transit dependent patients to – and home from – medical facilities and appointments. Actions may involve: becoming a MediCal vendor on behalf of the hospital or the managed care provider; securing funding for a

health care shuttle that can bring eligible patients to or home from facilities; improving information tools about connections to new and existing health care facilities.

There is some urgency to opening this dialogue promptly. As health care systems solidify their responses to health care reform, opportunity that may exist now may not continue to do so. Working actively – at this time – with local public health officials to identify the points of access to the regional health care network is strongly encouraged.

4. Human Service Agency Coordination Around Lewiston trips

The STRP development process has identified concerns with the productivity of Trinity Transit's Lewiston route. Too few persons are using it, making it a very expensive component of the Trinity Transit network. At \$55 per trip during FY 2012/13, the current cost per trip is now at \$118 in FY 13/14, not a sustainable level.

Several coordinated responses that would involve County's human service agencies are possible, particularly given this is an area of large numbers of older adults and of clients of the County Dept. of Behavioral Health and of Social Services. Ideally, agency purchase of monthly passes on Trinity Transit's Lewiston route could help to protect the status quo and ensure an adequate level of farebox recovery. The SRTP has proposed a lower \$45 monthly pass rate. If as many as 40 20-ride passes could be purchased monthly, this would provide a reliable fare revenue base and enable the existing five-day-a-week, two daily round trips to be sustained.

If minimum levels of participants and dollars cannot be secured to support current service levels, a life-line level of service could be explored. This might include two round-trips on only two-days-a-week, to connect to Weaverville and then on either to Redding or to down river and Willow Creek destinations. In a coordinated scenario, human service agencies would both be purchasing bus passes and work with Lewiston residents to ensure that their appointments and services were available within timeframes that could be served by such life-line service levels.

5. Mobility Management Coordination

Coordination leadership has considerable value to Trinity Transit and has been ably undertaken by TCTC's public transportation manager. However, if one objective is to increase the number of trips provided through resources other than public transit, to meet the trip needs and types of need that cannot readily be served by Trinity Transit, this calls then for further leadership. Developing a Mobility Management function can oversee the coordinated projects, both existing and new. That will include defining reporting and ensuring that it is consistent and timely. It will entail developing new relationships and supporting existing relationships with the agency stakeholders whose clientele include this Plan's targeted populations. It will involve assisting coordinated projects in going after competitive grant offerings, to bring additional dollars to Trinity County in support of specialized transportation and to ensure that applicant agencies can comply with the FTA rules associated with these funds.

With these types of coordinated projects in mind, the next section presents a framework for considering Trinity County’s Coordination Goals, objectives and strategies.

Defining Goals, Objectives, and Strategies to Address Trinity County Mobility Needs and Gaps

The matrix in Table 9 following presents a matrix of the four goals, twelve objectives and individually specified projects by which to move forward. Trinity Transit’s Coordinated Public Transit-Human Services Transportation goals are:

Goal 1 – Continue Enhancements to Trinity Transit

Goal 2 – Grow Partnerships and Innovative Projects to Expand Transportation Capacity

Goal 3 – Continue Information and Mobility Management Enhancements to Extend Mobility

Goal 4 – Secure Capital Improvements to Grow Mobility Options

Table 9 Trinity County Coordinated Public Transportation-Human Services Transportation Plan - Proposed Goals, Objectives and Strategies

GOAL	OBJECTIVES	STRATEGIES & PROJECTS	PERFORMANCE MEASUREMENTS
GOAL 1 – Continue Enhancements to Trinity Transit			
1.1	Implement SRTP recommendations, as feasible, where necessary resources can be identified and minimum service measures of effectiveness and efficiency can be met.	1.1.1 Improve Trinity Transit circulation within Redding 1.1.2 Implement service changes regarding Junction City and local trips within Weaverville, as appropriate in terms of funding and utilization levels. 1.1.3 Implement Saturday service for Hayfork, Redding and Down River routes if funding can be secured.	<ul style="list-style-type: none"> - Increased Trinity Transit ridership. - Maintain or improve farebox recovery ratios at the route level
1.2	Ensure a Lewiston-Weaverville transportation solution that is sustainable	1.2.1 Seek commitments from human service agency stakeholders to purchase forty 20-ride passes for a reduced price of \$45, thereby assuring minimum ridership and farebox and sustaining the five days a week, two daily round-trips service level. 1.2.2 Modify service frequencies as indicated by human service agency levels of participation. 1.2.3 Monitor for six months to one-year to determine if farebox and ridership levels are achieved.	<ul style="list-style-type: none"> - Achieve annual ridership goal of 1,500 and minimum 10% farebox recovery for existing service levels - For life-line levels of service, achieve a minimum 10% farebox recovery ratio
1.3	Maintain Trinity Transit coordination for connections with neighboring transit agencies, in Shasta and Humboldt Counties, and regional carriers of Greyhound and Amtrak. Maintain Trinity Transit coordination for connections with neighboring	1.3.1 Maintain open communication and continue participation in neighboring county meetings as indicated to sustain strong Trinity Transit connections with RABA, Redwood Transit and KT Net. 1.3.2 Develop a quarterly schedule coordination check with Greyhound and Amtrak to ensure that their schedules have not changed or whether any Trinity Transit	<ul style="list-style-type: none"> - Log of meetings and other communications with regional transit providers. - Record of periodic routing schedule checks with Amtrak and Greyhound

GOAL	OBJECTIVES	STRATEGIES & PROJECTS	PERFORMANCE MEASUREMENTS
	<p>transit agencies, and regional carriers of Greyhound and Amtrak, <i>continued</i></p>	<p>schedule adjustments are indicated to accommodate inter-regional connections.</p> <p>1.3.3 Pursue additional funding opportunities, including FTA 5311(f) and other sources.</p>	
<p>1.4</p>	<p>Examine rideshare capabilities to support commuting, work-trips into Redding.</p>	<p>1.4.1 Explore capabilities for Trinity Transit’s sponsorship, or a grant to test a pilot’s viability for an on-line, low-cost rideshare options, such as “Zimride”, to assist commuting workers in connecting with one another.</p> <p>1.4.2 Develop strategies to introduce and test public interest and willingness to use a rideshare tool, including development of a strong promotional campaign to introduce a new rideshare pilot.</p> <p>1.4.3 Coordinate with larger employers in the greater Redding area to determine what types of partnership could exist, even if it is only to promote the availability of a new rideshare service.</p> <p>1.4.4 Monitor rideshare pilot(s) that might be implemented to determine its long-term viability and value.</p>	<ul style="list-style-type: none"> - Number of employer partners, willing at a minimum to promote a Trinity County rideshare capability - Secured pilot funding, of up to three years to test the market, for a low-cost rideshare capability - Number of contacts regarding interest - Number of community registrants - Number of functioning rideshare arrangements
<p>GOAL 2 – Grow Partnerships and Innovative Projects to Expand Transportation Capacity</p>			
<p>2.1</p>	<p>Continue existing mobility partnerships between Trinity County and key human service programs.</p>	<p>2.1.1 Support Trinity County contract for Human Resource Network (HRN) provision of gas card/ mileage reimbursement for medical trips and social service trips and for limited bus pass purchase for Weaverville, Down River and Hayfork residents.</p>	<ul style="list-style-type: none"> - Current contracts annually renewed - Continued and expanded documentation of trips provided under County Contracts

GOAL	OBJECTIVES	STRATEGIES & PROJECTS	PERFORMANCE MEASUREMENTS
	Continue existing mobility partnerships between Trinity County and key human service programs, continued.	2.1.2 Support Trinity County contract with Southern Trinity Health Services for medically-related transportation in the southern Trinity County region.	- Growth in trips per capita and in trips provided by human service agency network
2.2	Improve reporting of Trinity County mobility partnership contracts to more accurately reflect key performance indicators	2.2.1 Refine and adopt standardized trip reporting form(s), with input from HRN and Southern Trinity Health Services. 2.2.2 Implement standardized reporting of trips directly provided, trips reimbursed for mileage and Trinity Transit bus pass trips with the County’s mobility partnership agencies HRN and Southern Trinity Health Services.	- Implemented new procedure and forms - Routine, standardized reporting of trips provided - Increase the trips per capita reporting of trips provided agencies
2.3	Coordinate reporting of other Human Service Agency transportation programs to accurately represent mobility assistance to Coordinated Plan’s target groups.	2.3.1 Convene an agency summit to explore stakeholders interest and ability to voluntarily use a common, standardized reporting tool to record agency transportation provided by human service agency partners (trips directly provided, mileage reimbursement, and bus pass trips purchased). 2.3.2 Invite Dept. of Behavioral Health, Golden Age Senior Center (Weaverville), Hayfork Senior Center (Hayfork), Shascade Trinity Disability Services and Far Northern Regional Center to participate in a standardized reporting of transportation provided and/or supported.	- Agency summit scheduled and conducted. -Standardized form developed. -Standardized form implemented -Quarterly or annual reporting to SSTAC of other Human Service Agency transportation provided

<p>2.4</p>	<p>Expand mobility partnerships to address unserved pockets, where resources and agency capacity exist and where cost-effective service models can be tested and sustained.</p>	<p>2.3.1 Explore feasibility of life-line service into Hyampom with Southern Trinity Health Services, to see if their medical services vehicle could provide at least once monthly round-trip service between Hyampom and Hayfork.</p> <p>2.3.2 Test feasibility of Hyampom life-line service to see if sufficient ridership levels can be sustained.</p> <p>2.3.3 Monitor other isolated small communities in the County for reports of unmet mobility needs, in such communities as Zenia, Ruth, Forest Glen in the south and Coffee Creek, Trinity Center, Covington Mill and Minersville to the north, among others.</p> <p>2.3.4 Monitor Redding service changes to determine whether mobility needs of older adults are adequately met with enhanced Trinity Transit circulation or whether other Redding opportunities should be explored to assist older adults and persons with disabilities traveling to Redding.</p>	<ul style="list-style-type: none"> - New service into Hyampom - Ridership levels of 5 to 8 one-way passengers per vehicle trip.
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GOAL 3- Continue Information and Mobility Management Enhancements to Extend Mobility Options

<p>3.1</p>	<p>Develop Trinity County mobility management leadership to support continuing and new coordinated projects.</p>	<p>3.1.1 Pursue 5310 funding to provide for a Mobility Manager function, at between ¼ to ½ FTE position, to be associated with Trinity Transit.</p> <p>3.1.2 Maintain a transportation database network of key human service agency contacts with transportation functions or responsibilities.</p> <p>3.1.3 Facilitate and receive human service agency reporting of transportation provided in order to monitor and report to the County the human service network’s role in</p>	<ul style="list-style-type: none"> - Growth in trips per capita and in real trips provided by human service agency network - # of agencies in agency database - # of agency contacts - # 5310 grant applications - # 5310 grant applications funded - 5310 and FTA funding-related
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	<p>Develop Trinity County mobility management leadership to support continuing and new coordinated projects, continued.</p>	<p>protecting mobility of County residents in the Coordinated Plan’s target groups.</p> <p>3.1.3 Pursue 5310 funding for a Mobility Manager function to be associated with Trinity Transit.</p> <p>3.1.4 Provide limited technical assistance to County contractors, HRN and Southern Trinity Health Services, to advise them on their compliance requirements with relevant FTA requirements, including Title VI reporting.</p>	<p>grant compliance</p>
<p>3.2</p>	<p>Pursue enhancements to Trinity Transit’s transit marketing and awareness programs, as funding allows.</p>	<p>3.2.1 Ensure continuing maintenance of passenger information programs, including paper, web-based and bus stop signage information.</p> <p>3.2.2 Continue and expand outreach efforts to human service agency personnel and directly to agency clientele, through in-person transit familiarization sessions that are agency focused and directing agency personnel and their consumers to web-based travel training tools</p>	<ul style="list-style-type: none"> - Sustained and increasing ridership - # of outreach sessions to agency personnel - # of outreach and transit familiarization sessions to consumer groups - Continued passenger information production of ride guides and bus stop information - Website hits in various information categories

GOAL 4 – Secure Capital Improvements to Grow Mobility Options

<p>4.1</p>	<p>Support vehicle replacement and/or expansion vehicles of human service agency vehicles, where match can be identified and support around proposals provided. (Current vehicles inventory can be found on page 26).</p>	<p>4.1.1 Monitor the useful vehicle life of key agency partner passenger vehicles to determine competitiveness in statewide Section 5310 program.</p> <p>4.1.2 Work with human service agency partners to identify and secure match funding for vehicle grant applications.</p> <p>4.1.3 Provide Mobility Manager support to assist agencies in developing 5310 vehicle grant applications to replace vehicles or to expand service when agency requests appear sufficiently competitive to warrant submitting application.</p>	<ul style="list-style-type: none"> - # 5310 vehicle grants submitted - # 5310 vehicle grants awarded - Match funding identified and secured - Growth in trips per capita and in real trips provided by human service agency network
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V. Implementation Approach to Trinity County Coordinated Plan Mobility Gaps

This concluding section presents an approach to addressing the mobility gaps identified, anticipating that changes in priorities and in availability of resources will influence the selection and sequencing of project implementation.

Transportation Coordination Institutional Issues

Extending TCTC Leadership

TCTC Leadership is critical to achieving the coordinated projects suggested that could meet the transportation needs of populations addressed in this Plan. Such leadership has already been exerted in developing an effective Social Services Transportation Advisory Committee (SSTAC). Some further components of that leadership are suggested here, to marshal and extend the County's scarce resources to address the sometimes hard-to-serve needs of Trinity County residents who are frail, isolated or have very limited means.

Building a Mobility Management Capability

Promoting institutional capacity lies in the opportunities of Mobility Management, as suggested by preceding discussions. Mobility Management for Trinity County has the following characteristics and advantages:

- As an **organizing strategy** for initiating coordinated projects to address mobility gaps of the target groups, providing leadership around these projects.
- As a **focal point for getting the right partners to the table** to secure additional funds or overcome institutional barriers or promote new services.
- To **help to secure funding**, including new funding, by which to implement new mobility projects and to assist local partners in complying with funding rules and regulation.

In this regard, the Trinity Transit is likely the most appropriate entity in which to establish a Mobility Management function. It is the entity within the County whose sole concern is the mobility of residents and those passing through the County. Establishing a Mobility Manager position, at a half-time level, provides a face to the coordination implementation processes and staff to develop and promote the partnerships required to realize a number of these projects.

Developing Interested, Willing and Able Partners

Given the breadth of project responses identified and in light of a limited local funding picture – namely that Trinity Transit funds are constrained and that Section 5310 and 5311 capital and operating funding must be competitively sought – it will be critical to continue to identify additional partners and resources to move this Coordinated Plan forward. Specifically, the priorities presented here must be championed by **“interested, willing and able”** partners, with Trinity Transit leadership.

Stakeholders who are “**interested**” in addressing the transportation concerns of their clientele, of a given constituency or of the general public, can be considered key partners. A number of these agency representatives have been identified through this Coordinated Plan process and include existing members of the SSTAC and others. They are “**willing**” in that they are individuals with sufficient authority or their organizational mission will allow them to participate in crafting project solutions. And they are “**able**” stakeholders in that they have the organizational capacity and resources to move projects from concept through to implementation.

Building such local capacity and partnerships must be ongoing. It requires ongoing leadership. And it will necessitate securing additional funding. This Coordinated Plan’s proposed goals, objectives and strategies – as well as the following Prioritized Project List – seek to build “**interest**” in transportation services, to encourage “**willingness**” to provide enhanced and improved transit and specialized transportation and to promote the “**ability**” of partner agencies to address the mobility needs of their clients and Trinity County residents generally.

Priority Operating and Capital Project List

Several priority categories and the actions suggested within each by this planning effort follow. For each priority area, the relevant goals from the previously presented Table 7 are highlighted.

Highest Priority

Implement **recommendations from the accompanying Short Range Transit Plan** as funding allows, to secure and extend the considerable gains in ridership that Trinity Transit has achieved **[Goal 1, Goal 4]**

Establish **mobility management coordination function(s) to provide leadership** to transit and specialized transportation in Trinity County, potentially funding this through its TDA allocation to Trinity County or seeking funding for the position through rural grant application to the next Caltrans cycle of rural Section 5310 funding. **[Goal 1, Goal 3]**

Promote existing and grow new partnerships in order to seek additional funds around projects of highest interest to partners that can extend Trinity County’s ability to meet mobility needs in conformity with basic performance standards, particularly addressing unserved areas such as Hyampom or to revise service delivery structures such as for Trinity Transit’s Lewiston route. **[Goal 2, Goal 3, Goal 4]**

Promote **non-emergency medical transportation projects** by building upon existing partnerships, such as with Southern Trinity County Health Services, and promoting new NEMT-oriented partnerships. These may include with the County Public Health Dept., with continuing care staff at regional medical facilities and the regional managed care organizations and with Veterans Administration transportation contacts to coordinate on projects possible through the Affordable Care Act or Veterans Transportation and Community Living Initiatives or Veterans Mobility Managers activities. **[Goal 2]**

Provide **technical assistance to human service agency transportation** providers or prospective transportation providers to help them ensure compliance with funding agency requirements, including Federal Transit Administration requirements when applicable. **[Goal 3]**

Medium High Priority

Improve the existing **performance reporting** structure for the County's contracted specialized transportation projects to ensure standardized reporting and that all trips provided are reliably reported. **[Goal 2]**

Identify and secure funding for continued **pedestrian and bus stop improvement projects**, and support initiatives to build a coordinated transfer stop for Willow Creek. **[Goal 4]**

Identify and secure funding for continued **information-oriented projects** that will provide tools to Trinity County's mobility manager and to its partner agencies. **[Goal 3]**

Medium Lower Priority

Establish an annual transportation workshop for key agency stakeholders to keep them apprised of changes to the Trinity Transit program and to discuss areas of unmet need and new opportunity for developing coordinated projects by which to address these. **[Goal 2, Goal 3]**

Develop **travel training capabilities** that extend and expand Trinity Transit's marketing and awareness programs, continuing to engage the human service case managers and line staff in expanded use of public transit services. **[Goal 3]**

Lower Priority

Provide continued **outreach to agency gatekeepers** to ensure they are aware of developing transit and transportation initiatives. **[Goal 2]**

Examine potential for **rideshare and vanpool options**, to address work trips into Redding or at times when Trinity Transit is not operating or to out-of-county locations that may not offer a good transit solution. **[Goal 1]**