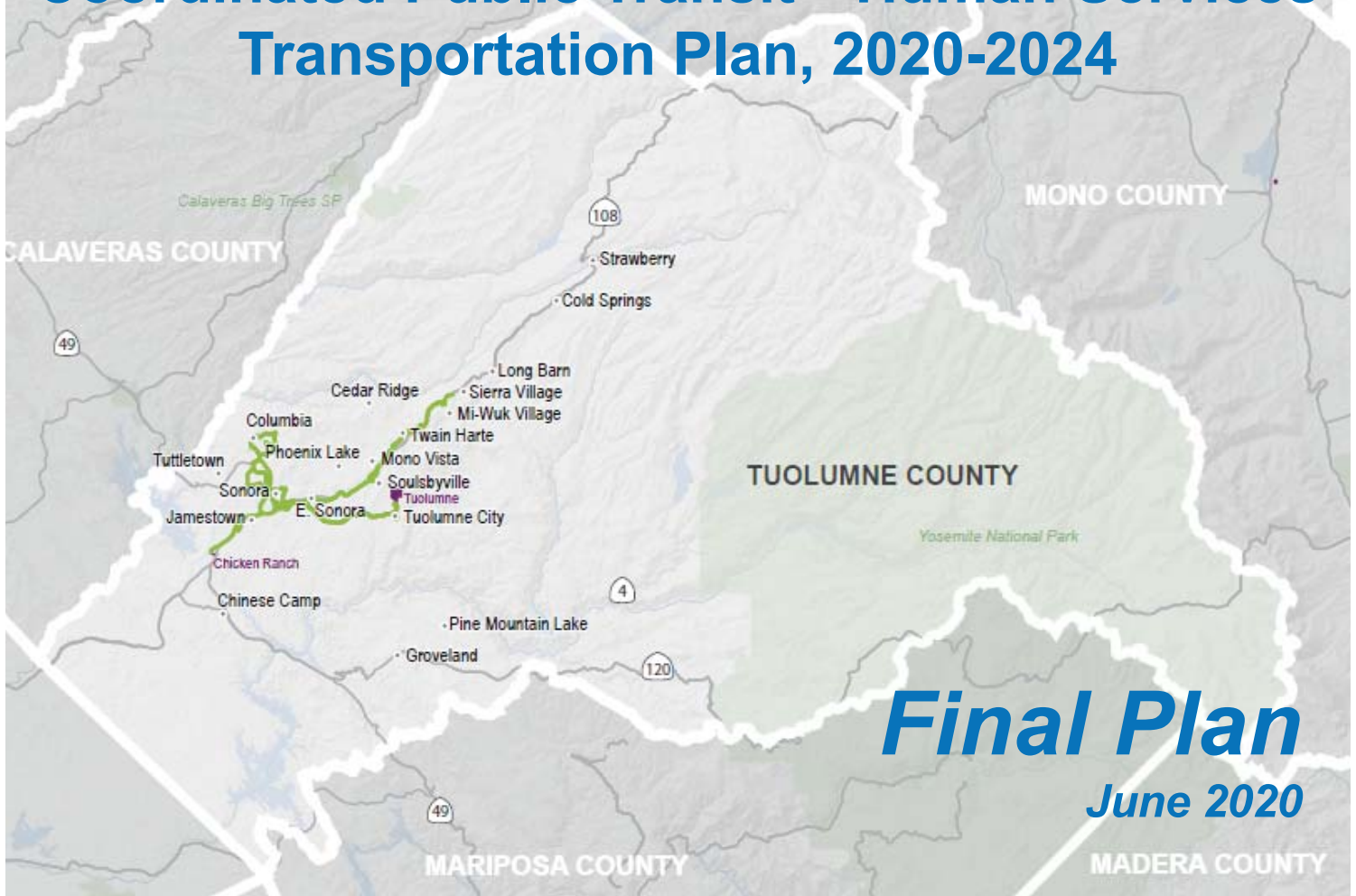


TUOLUMNE COUNTY

Coordinated Public Transit—Human Services Transportation Plan, 2020-2024



Prepared by

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Tuolumne County Coordinated Public Transit–Human Services Transportation Plan, 2020-2024

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Tuolumne County Coordinated Public Transit–Human Services Transportation Plan, 2020-2024

Executive Summary

WHY THIS COORDINATED PLAN?

The coordinated planning process is required by Federal Transit Administration (FTA) Circular 9070.1G, originating in Public Law 109-059, SAFETEA-LU and amended in Public Law 112-141, MAP-21. It requires that projects selected for funding in several grant programs, including FTA Section 5310, be:

“...included in a locally developed, coordinated public transit-human services transportation plan”...and these plans must be “... developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private and non-profit transportation and human service provider and other members of the public.”

This TUOLUMNE COUNTY 2020-2024 PUBLIC TRANSIT-HUMAN SERVICES COORDINATED PLAN (Coordinated Plan) was undertaken on behalf of the Tuolumne County Transportation Council, consistent with its countywide transportation oversight and planning roles. The Plan’s intent is to identifying mobility needs and gaps of key target market groups:

- Seniors/older adults
- Military veterans
- Persons with disabilities
- Tribal communities
- Persons of low income

This Plan was prepared in concert with Calaveras County and Tuolumne County, whose plans were developed simultaneously to consider regional travel needs. Consistent with the FTA’s Circular 9070.1G, the planning process identified mobility needs and gaps through the following steps and processes:

- **Chapter 1 – Inventory** assessment of available public, private and non-profit transport.
- **Chapter 2 – Assessment of transportation needs** through compilation of relevant demographic information from the U.S. Census on the target populations.
- **Chapter 3 – Assessment of transportation needs** conducted via a three-phased process.
- **Chapter 4 – Recommended goals and implementing strategies**, including the locally conducted process of prioritizing these strategies.

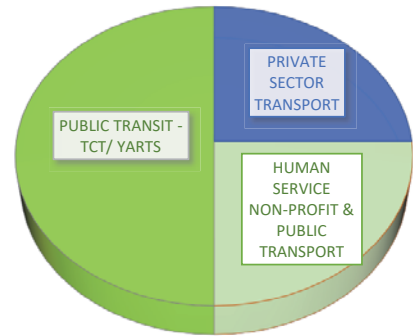
COVID-19 IMPLICATIONS

This Plan was 90% complete prior to the California stay-at-home order issued on March 19, 2020 by Governor Newsom. On March 23, 2020 Tuolumne County Transit (TCT) removed its fixed-route services

from operation and instituted a general public demand response service, for essential trips only and without a fare. As such, the description of services and assessment of needs reported through the summer and fall of 2019 reflected only pre-COVID-19 realities. To finalize the Plan document, Goal 1 strategies were modified to reflect the March, April and May 2020 operating experience of TCT’s general public Dial-A-Ride.

MOBILITY RESOURCES TUOLUMNE COUNTY

Tuolumne County has a mix of transportation resources, each of which confront challenges and difficulties in meeting needs of Tuolumne County residents and visitors traveling among dispersed and rural communities. Chapter 1’s inventory, prepared during Fall of 2020, presents providers in three provider categories: 1) public transit, 2) human service providers by public or non-profit agencies and 3) private sector transportation providers.



Public Transit – Tuolumne County Transit and YARTS

Tuolumne County Transit (TCT), with a 21-vehicle fleet, provided just under 100,000 one-way passenger trips during FY 18/19 on fixed-route, Dial-a-Ride and Adventure Trolley, SkiBUS and Pinecrest transit and Special Event services. Although ridership has been dropping over the past five years in a pattern seen around the country, the rate of decline has slowed considerably with just a 2% decline for the most recent year-over-year measure. Sixty-six percent of passengers’ trips were made on TCT’s fixed-route, including its Adventure Trolley and other services. And a third (34%) of trips were made on the Dial-a-Ride, serving persons with disabilities and Older residents six days a week and open to the general public on Saturdays.

TCT opened its new Transit Center on Justice Center Drive, Sonora in 2017. It introduced a number of technology innovations, including the ability to track buses – both fixed-route and dial-a-ride – in real-time from its website with the Tuolumne Transit Tracker. Other innovative practices include TCT’s free fare program for Columbia College students, in partnership with the College and Calaveras Connect. And, TCT has spearheaded improvements to bus stops, including installation of new bus shelters, in numerous locations across the County.

The Tuolumne TRIP program is a volunteer-driver mileage reimbursement program managed by TCT. Its modest budget intentionally includes a limited amount for promotion; instead the program works with existing Social and Human service providers to serve individuals who are otherwise not served by an existing program.

Yosemite Area Regional Transportation System (YARTS) is a non-traditional regional public transit link. With its over-the-road coaches, it provides seasonal connections from Sonora into Yosemite National Park and a fourth route traveling between Mammoth Lakes and the Valley. Regional connections to Merced, Fresno and Mammoth Lakes are possible through transfers in Yosemite Valley. This service

operates between mid-May and the end of September and one-way or round-trip fares include the park entrance fees.

Human Service Transportation Providers, Non-Profit and Public

Tuolumne County has a solid mix of human service agency transportation options of several types:

- Agencies that fund transportation include: 1) **Agency on Aging- Area 12 Board** supporting direct operations provided by **Common Ground’s Silver Streak** and 2) the **Adventist Health Sonora** which contracts for transportation with taxis and the Silver Streak.
- Non-profit/agencies providing transportation include **Common Ground’s Silver Streak**, **South Side Community Connections/WHEELS** and **ATCAA’s Promotores de Salud** where volunteers may use their own vehicles to provide transport. WATCH and Catholic Charities have terminated their transportation services; **RideAssist** is no longer in business.
- Tuolumne County Health and Human Services has transportation components within its departments, including: **Behavioral Health Services**, **Public Health** and **Social Services**, transporting enrolled consumers to agency programs, sometimes with paid drivers and agency vehicles, sometimes with case managers using their own vehicles.
- The **County Veterans Services** and the **Veterans Administration** collaborate on the Veterans Bus which leaves Sonora very early each weekday morning for VA facilities in the Central Valley and beyond.

Private Sector Transportation

Private providers include **Blue Mountain Transportation** who provides contracted transportation to clients of **Valley Mountain Regional Center (VMRC)**, as well as a **Community Compass** service in Tuolumne County for Tuolumne residents who are VMRC Community Compass clients. Additionally, Frontier Cab (taxi), NextStep and a handful of Uber drivers provide limited on-demand transportation.

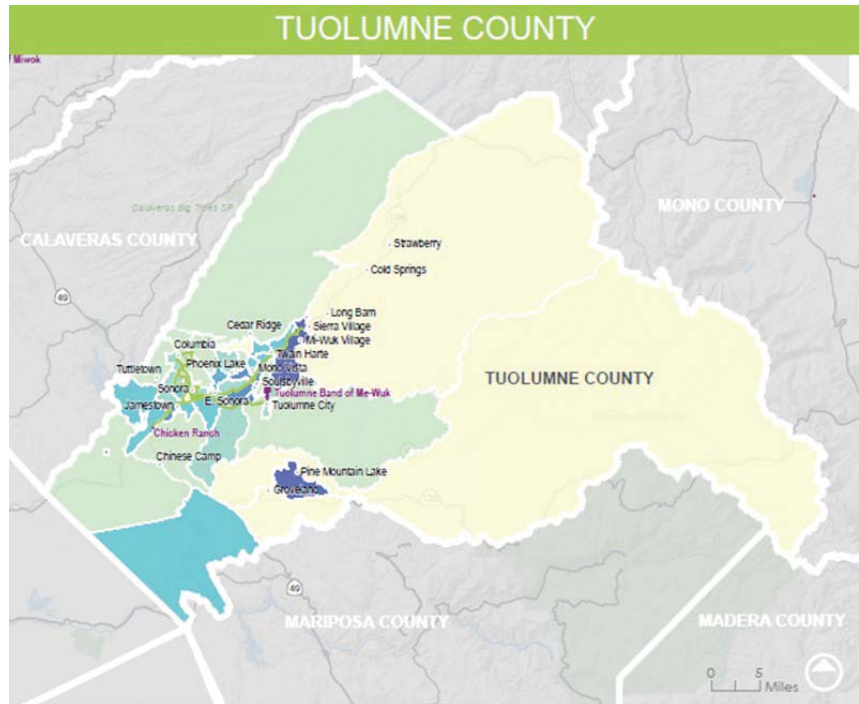
LogistiCare is the commercial provider of **Anthem Blue Cross MediCal** services within Tuolumne County. LogistiCare holds contracts for non-emergency medical transport to MediCal-approved recipients for MediCal-approved trips. Trips are reimbursed at contractually-agreed-upon rates which pay only for “live miles,” those when the passenger is on-board the vehicle and being transported to or from destinations within or beyond Tuolumne County. **Common Ground’s Silver Streak** is a Logisticare vendor, providing Tuolumne County MediCal recipients with transportation to or from selected areas.

CHANGING DEMOGRAPHICS AMONG THIS PLAN’S TARGET GROUPS

The Chapter 2 picture of Tuolumne County’s demographics – and this Coordinated Plan’s target groups – are drawn from the *U.S. Census, American Community Survey 2017 5-Year Estimates*. The County’s overall population decreased by 2.4% from 2012 while the older adult population grew, in both raw numbers and proportion. Key changes included:

- Overall population of 54,000 persons saw a 2.4% decline in the past five years.
- Children and youth age 17 and under declined at a higher rate of 5.9%
- Working aged adults age 18 to 64 declined in number at a slightly higher rate of 6.7%
- Older adults, now almost 13,000 are 24% of the County’s total and grew by 13.7%
- Military veterans decreased to 9.2% from 10% of the total county population over the past five years; there were small increases in the raw numbers of younger veterans, from Gulf War I and Vietnam eras.
- Disability populations include children with disabilities at 4% of all children under age 17; working aged adults at 15% of those under age 65; and 9% of the County’s total residents.
- Approximately 12.7% of residents lived in households with incomes below Federal poverty thresholds.

Exhibit ES-1, Tuolumne County Population Distribution



Total Population

by block group

- Tuolumne County Transit Routes
- Major Roads
- Major Rivers
- Major Lakes
- Parks
- Native American Tribal Areas
- Census Designated Place

Total Population Count

- 300 - 600
- 600 - 900
- 900 - 1200
- 1200 - 1500
- 1500 - 1800
- 1800 - 2100
- 2100 - 2500

Data Sources: Tuolumne County GIS, U.S. Census TIGER/Line® Shapefiles, 2017. Demographic data: American Community Survey 2013-2017 5-year estimates. Named Census Designated Places include incorporated and unincorporated communities.

Target populations are unevenly distributed across the County’s 2,274 square miles, including extensive mountainous areas and National Park lands, shown in Figure ES-1 with additional maps in Chapter 2.

WHAT MOBILITY GAPS AND NEEDS EXIST?

Chapter 3 details the three-phased outreach effort conducted to document mobility gaps of Tuolumne County seniors, persons with disabilities, of low-income military veterans, as well as from the Me-Wuk and Chicken Ranch Rancheria tribal communities. Input was sought from TCTC’s **Social Services Transportation Advisory Council (SSTAC)**, through outreach to agency stakeholders, via an E-survey distributed countywide, and from participants in several workshops. Appendix A presents the distributed Plan Fact Sheet. Appendix B presents the stakeholder contacts compiled through the outreach process.

Outreach Themes and Findings

Eight (8) thematic areas emerged from outreach efforts.

1. Opportunities exist to enhance **Tuolumne County Transit’s** service footprint or service configurations to better meet needs.
2. There is **uneven awareness** of available transportation programs, including newly available transportation services and transit features.
3. There are **in-county trip needs** of target group members that are not well-served.
4. Trip needs exist for **out-of-county travel** to specific destinations.
5. **Multiple specialized transportation programs** exist but some are at capacity, with indications that need exceeds available resources.
6. Transportation challenges for travel to and from the **Adventist Hospital Sonora** are numerous and suggest some opportunity for coordinated solutions.
7. The **sustainability of human service specialized transportation** is a specific challenge.
8. **Infrastructure needs** and opportunities exist.

Among E-survey findings, detailed in Chapter 3, were particular needs and mobility challenges “often” or “sometimes” communicated to agency staff by their consumers, summarized here in Exhibit ES-2.

Exhibit ES-2, Tuolumne County Agency E-Survey Responses on Consumer Reported Needs

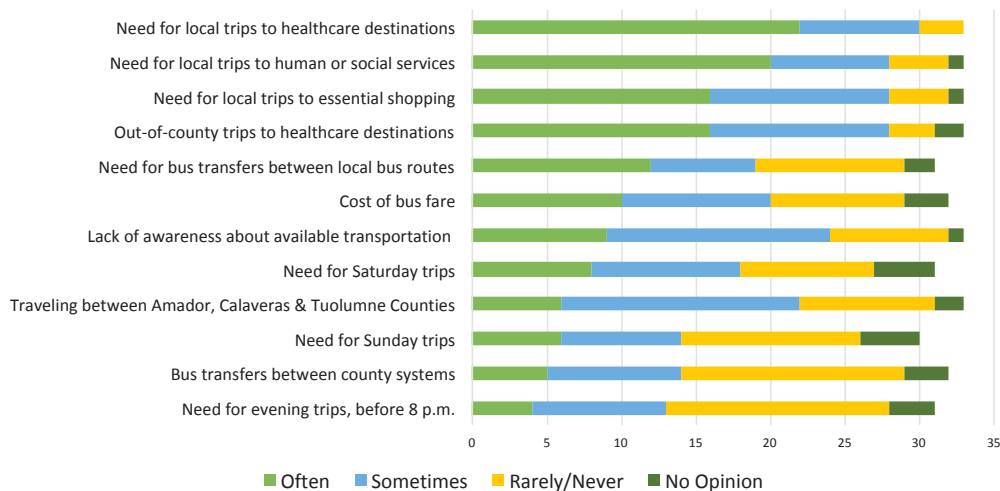


Exhibit ES-3 depicts trip types and particular client groups in order to assess how well trip needs are met. Green cells indicate that trip needs are “mostly met” yellow indicates “some needs are not met” and pink cells indicate these trip types are “mostly not met.”

Exhibit ES-3, Assessment of Target Group Mobility Needs for Tuolumne County

Target Group →		Non-MediCal Client			MediCal Clients		
Trip Type ↓		65+/ Disabled	Low Income	Veterans	65+/ Disabled	Low income	Veterans
Medical	Medical - Local	TCT, TCT Dial-a-Ride, Common Ground, Cancer Foundation, Tuolumne TRIP, WHEELS, Veterans Helping Veterans, Los Promotores	TCT, Cancer Foundation, Tuolumne TRIP	TCT, TCT Dial-a-Ride, Common Ground, Sonora Veterans Clinic, Veterans Helping Veterans	Common Ground as Logisticare Vendor	Common Ground as Logisticare Vendor	Common Ground as Logisticare Vendor, Sonora Veterans Clinic, Veterans Helping Veterans
	Medical - Out-of-County Destinations	TCT, Calaveras Connect, Common Ground, Tuolumne TRIP, Community Compass,	TCT, Calaveras Connect, Tuolumne TRIP	Common Ground, Sonora Veterans Clinic, Veterans Helping Veterans	Common Ground as Logisticare Vendor	Common Ground as Logisticare Vendor	Common Ground as Logisticare Vendor, Sonora Veterans Clinic, Veterans Helping Veterans
	Medical - From areas outside TCT service area, including Groveland	Tuolumne TRIP, WHEELS, Common Ground	Tuolumne TRIP, WHEELS	Tuolumne TRIP, WHEELS, Common Ground, Veterans Helping Veterans	WHEELS, MediCal eligible trips but no identified vendor	MediCal eligible trips but no identified vendor	MediCal eligible trips but no identified vendor
Work/ College	Within TCT Service Area	TCT, TCT Dial-a-Ride	TCT, TCT Dial-a-Ride	TCT, TCT Dial-a-Ride	TCT, TCT Dial-a-Ride	TCT, TCT Dial-a-Ride (Saturdays only)	TCT, TCT Dial-a-Ride
	Outside TCT Service Area	Community Compass, Private Sector	Private Sector	Private Sector	Not MediCal eligible trips	Not MediCal eligible trips	Not MediCal eligible trips
Shopping/ Other	Within TCT Service Area	TCT, TCT Dial-a-Ride	TCT, TCT Dial-a-Ride	TCT, TCT Dial-a-Ride, Common Ground, Veterans Helping Veterans	TCT, TCT Dial-a-Ride	TCT, TCT Dial-a-Ride (Saturdays only)	TCT, TCT Dial-a-Ride
	Medical - From areas outside TCT service area, including Groveland	WHEELS, Tuolumne TRIP, Private Sector	WHEELS, Tuolumne TRIP, Private Sector	WHEELS, Veterans Helping Veterans	WHEELS, Tuolumne TRIP, Private Sector	WHEELS, Tuolumne TRIP, Private Sector	WHEELS, Tuolumne TRIP, Private Sector
	Other - Out-of-County Destinations	Calaveras Connect, YARTS, Tuolumne TRIP	Calaveras Connect, Tuolumne TRIP	Common Ground, Sonora Veterans Clinic, Veterans Helping Veterans	Calaveras Connect, YARTS, Tuolumne TRIP	Calaveras Connect, YARTS, Tuolumne TRIP	Common Ground, Sonora Veterans Clinic, Veterans Helping Veterans
LEGEND:		Needs mostly met Some needs not met Many needs not met					

Discussion of Mobility Needs and Gaps

A Robust Public Transportation Program for Most of the County

To meet the needs of its transit-dependent populations, Tuolumne County Transit has built a robust public transportation network that provides service six-days-a-week across the more densely populated areas of the County. Coverage in and around Sonora is significant, with five routes connecting through the new TCT Transit Center. There are eight daily vehicle arrivals and departures, over two routes, into Columbia College where riders can also transfer to Calaveras Connect.

Nonetheless, ***TCT ridership declines have continued over the past five years, likely directly related to the decreasing unemployment and higher auto ownership rates evidenced among even those of very low income.*** Rates of ridership decline are slowing and after a five-year period with some years of double-digit ridership losses, during FY 2019/2020 Tuolumne Transit saw only a 2% ridership decline. The Dial-a-Ride ridership loss rates were smaller, by more than half, over the same five-year period and underscore its important role in providing specialized transportation.

Rebuilding transit ridership – prior to the COVID-19 pandemic – will involve various improvements called out by riders and stakeholders. These include:

- Improving transfer timing, with some connections degraded by the new Transit Center;
- Expanding weekend service;
- Promoting the Columbia College free fare program and reviewing routing and timing to the College to benefit College students and employees.

TCT does not currently serve the Groveland area, although there was considerable interest on the part of Groveland-Big Oak Flat residents to expand service to this area. TCT has done so historically, although, past services were not sufficiently used or provided with such limited frequency that steady ridership could not be sustained.

Uneven Awareness of Available Transportation and How to Use It

TCT, including Dial-a-Ride, is a strong transportation system in many respects. However, some human services organization staff — notably as acknowledged by administrators at the Adventist Hospital — expressed limited awareness of its services or how to inform others about how to use public transit. This is despite the clear customer information tools on TCT’s website and printed ride guides TCT has developed.

TCT staff work actively to promote its services and “get out the word.” A mobility management role is one way of continuously promoting transit and that function in place in Amador County does not formally exist in Tuolumne County. Human service agency personnel indicated that a mobility management information role is of value to them. Such a role could include continuing outreach and education to human services personnel, travel training activities and ongoing participation in human services gatherings, such as the Interfaith Social Services Consortia meetings.

Mobility Challenges Beyond TCT’s Service Area and Sustainability Issues Exist

The County has a richness of transportation services that elude some rural communities, including a mix of public transit, human service transportation and commercial choices. For most seniors and persons with disabilities, some level of transportation is available across much of the County. However, capacity limits are reflected in long lead times for reservations or limits to the trip types that can be served. And for residents of the Groveland-Big Oak Flat areas, as well as other very isolated communities such as Long Barn, Cold Springs and Pinecrest, there are much more limited options, or no options at all.

Tuolumne TRIP is a very cost-effective program for filling some service area gaps, but the program is only intended as a safety net program and is designed to serve a limited number of only the most disadvantaged community members.

For **veterans**, the daily bus into Livermore and over to Palo Alto provides a very important connection. However, one must have transportation to the early 5 a.m. departure and the physical capacity to accommodate a very long travel day — until the post 8 p.m. return. Some volunteer-based assistance, through Veterans Helping Veterans, exists but as out-of-county trips are long, volunteer support is limited.

Travel to out-of-county destinations that are not medical is limited to seasonal YARTS service or via Calaveras Connect. This makes it difficult to connect to the inter-city Greyhound or other commercial inter-city Flix Bus and Megabus buses that serve the central valley cities of Modesto, Stockton and Lodi with considerable regularity.

Actively securing funding to ensure sustainable human service transportation is critical, whether through FTA Section 5310 or pursuing LogistiCare vendorization for reimbursement of MediCal- eligible trips. There may be opportunity for cost-sharing, such as shared vehicle maintenance or for the garaging of vehicles throughout the service area to minimize expensive “deadhead” travel. The decision by the WATCH organization to terminate its transportation program and difficulties reported by several agencies in securing sufficient volunteers point to the importance of strong partnerships between public transit and human services agencies/organizations. These partnerships can help to build long-term, sustained specialized transportation. Exploring new cost-sharing opportunities, for example, with the Adventist Hospital and its Foundation, may well be an avenue for developing additional, sustainable specialized transportation.

Infrastructure needs continue and also must be addressed, within available funds and through seeking new funds to replace buses, improve vehicle accessibility and make improvements that address pedestrian and bicyclists’ safety. Coordination of public and human service agencies around emergency preparedness is critical, as well. Without a clear sense of the solutions, the need for increased coordination around possible evacuations — whether due to fire threats or because of power outages — surfaced in stakeholder dialogue about Coordinated Plan populations and their mobility needs.

WHAT MOBILITY GOALS AND IMPLEMENTING STRATEGIES ARE PROPOSED?

Defining Goals and Strategies

Chapter 4 presents five (5) goals and 15 organizing strategies and dozens of implementing actions that comprise the recommendations of this TUOLUMNE COUNTY COORDINATED PUBLIC TRANSIT–HUMAN SERVICES TRANSPORTATION PLAN, 2020-2024. These goals/strategies address the mobility needs and gaps identified through a three-phase outreach process, incorporating unmet needs testimony and the rider on-board

survey and focus group work informing the concurrent TCT SHORT RANGE TRANSIT PLAN. Plan goals and strategies are enumerated here with implementation information presented in Exhibit ES-4 at the end of this section.

Goal 1: Robust, Responsive Public Transit System

Continue to build a sustainable, robust public transportation system for Tuolumne County.

Strategies to support Goal 1: Public Transit System –

Strategy 1.1 — Towards growing ridership, develop Tuolumne Transit service with improvements to frequency, hours, days of service and transfer timing within the system to improve riders’ experience.

Strategy 1.2 — Expand use of general public, on-demand services, with app-based capabilities, to meet transportation needs in low-density areas, such as Phoenix Lake, Jamestown and Tuolumne.

Strategy 1.3 — Evaluate Columbia College schedules to improve enrolled students’ ability to take more classes, while maintaining good connectivity with Calaveras Connect buses.

Strategy 1.4 — Explore and develop intercity linkage to Oakdale and/or Modesto to support access to regional medical and shopping and to inter-city bus and rail services.

Strategy 1.5— Strengthen and extend customer-facing technology tools to support riders in making transit easy and building ridership.

Strategy 1.6 — Identify and actively pursue new and discretionary funding to support transit operations.

The strategies of Goal 1 seek to address TCT’s biggest challenge, that of a ridership decline that has not yet turned around though more recent year ridership counts do show slowing rates of loss. That said, there remain segments of the population who are dependent upon public transportation, including youth, the very low income, persons with disabilities and older adults who are stopping or reducing driving. Population growth is expected to continue, particularly seeing increases among older adults who either age-in-place or retire to Tuolumne County. These are the target groups of this Coordinated Plan, highlighted in the Chapter 2 discussion of Tuolumne County demographics.

Input to Goal 1’s six strategies comes from agency stakeholder conversations, from the small number of members of the general public who responded to the e-survey, from rider interviews and from the rider on-board survey undertaken as elements of the concurrent Short Range Transit Plan development.

Goal 2: Sustainable Partnerships to Address Isolated Communities and Out-of-County Trip Needs

Develop effective, sustainable partnerships for pilot services that meet mobility needs of residents living in isolated communities and/or traveling out-of-county, including for medical purposes.

Strategies to support Goal 2: Sustainable Partnerships –

- Strategy 2.1 — Strengthen or establish partnerships to develop pilots and innovative mobility responses for isolated communities or for longer distance trip needs, addressing operating and capital requirements.
- Strategy 2.2 — Expand TCT’s implemented mileage reimbursement TRIP program for both individuals and agencies to support cost-effective lifeline service for medical trip needs.
- Strategy 2.3 — Research and develop strategies to improve the capacity and cost-effectiveness of human service transportation-providing organizations.

Goal 2 aims to support and expand mobility options for those not now served or with limited service. There are unserved and underserved areas of Tuolumne County where transportation resources are minimal or nonexistent as the TCT “footprint” reaches into much but certainly not all of Tuolumne County’s populated areas. This includes areas beyond the Me-Wuk Village, Forest Road residents and the Groveland-Big Oak Flat communities, among others.

Available human service agency transportation programs fill some of these gaps but also have real limitations. Further detailed in Chapter 3, these gaps include:

- Insufficient operations funding
- Limited volunteer availability
- Services limited to consumers or trips meeting specific eligibility criteria
- Limited to specific trip-origins/destinations
- Limited availability of lift-equipped vehicles (to volunteer programs) and aging vehicles

Goal 2 strategies seek to strengthen existing partnerships and build new ones through agreements that work for all parties involved.

Goal 3: Active and Integrated Transportation Information Network

Utilize the mobility management function to establish an active and integrated transportation information network to increase awareness and use of available public transit and human service transportation options.

Strategies to support this Goal 3: Integrated Transportation Network –

- Strategy 3.1 — Establish regular coordination among staff from Tuolumne, Calaveras and Amador County transit agencies, as well as other key transportation providers.
- Strategy 3.2 — Conduct active, periodic outreach to gatekeepers for the target audiences.
- Strategy 3.3 — Ensure that complete, user-friendly information tools exist for all available transportation services.

Target populations often suffer from lack of transportation, not because the services don’t exist, but because they are unaware of them or unfamiliar with how to use them. The biggest transportation gap is often the “information gap” addressed by Goal 3 strategies.

Outreach for this Plan made it clear that many human service providers are not as familiar with TCT and other transportation options as they could be:

- Social service agency staff members were aware of, but not highly familiar with, TCT’s fixed-route network. While some were aware of the availability of real-time information, there was virtually no awareness of the transit trip planning capabilities of Google Maps.
- Many of the stakeholders interviewed were unaware of the Saturday general public Dial-a-Ride and the TRIP mileage reimbursement programs — both of which were very relevant to their clients.
- Many residents who have MediCal and may qualify for LogistiCare services are unaware of the transportation benefit or how to access it.

Goal 3 aims to enhance communications and actively promote existing public and human service transportation as low-cost means of improving mobility among the Coordinated Plan populations.

Goal 4: Emergency Services Coordination

Collaborate around local emergency transportation initiatives, coordinating with human service transportation providers to help ensure access to and potential evacuation of Coordinated Plan target populations for older adults, persons with disabilities and persons of low income.

Strategies to support Goal 4: Emergency Services Coordination –

Strategy 4.1 — Identify the human service programs, transportation providers and others who could be a resource and develop strategic strategies for response, particularly in the evacuation of vulnerable populations.

Strategy 4.2 — Expand and ensure participation of key human service stakeholders and human service transportation providers in tabletop exercises and other regional emergency planning activities to build upon and strengthen coordination.

Mountain communities are acutely aware of the threat of forest fire, and Tuolumne County particularly has a history with catastrophic fire, dealing with both the Stanislaus Complex fire (1987) and the Rim fire (2013). Concerns regarding congestion in narrow corridors and the difficulties of evacuating from upcountry communities, such as along Highway 108 or around Groveland-Big Oak Flat, along Highway 120 are real. This is compounded for vulnerable populations, including the frail, elderly, and those no longer driving or without functioning vehicles. Goal 4 envisions active participation by the human services community with emergency planning and emergency preparedness, as a fundamental coordination opportunity for TCT, human services organizations of the County and the County’s Office of Emergency Services.

Goal 5: Addressing Infrastructure Needs

Promote necessary infrastructure and capital improvements that support mobility, including public transit use, facilities for pedestrians and bicyclists and compliance with zero emission vehicle (ZEV) rules.

Strategies support this Goal 5: Infrastructure –

Strategy 5.1 — Promote and seek funding for Complete Street-type initiatives that support safe bicycle and pedestrian trips as first-mile/last-mile strategies for travel on TCT.

Strategy 5.2 – Actively explore coordinated responses among the region’s public transit providers to comply with Zero-Emission Vehicle (ZEV) infrastructure requirements.

Infrastructure and capital improvements to support mobility choices should seek to create built environments that are safe and accessible and will comply with law. Projects will include those aiding pedestrians — because every transit user is also a pedestrian. Bicycle facilities are important to support first-mile/last-mile choice, as bikes extend the trip when transit services stop short of the rider’s trip origin or destination. The new Innovative Clean Transit (ICT) rule of the California Air Resources Board levies new zero emission vehicle requirements on public transit. Coordination on charging infrastructure offers opportunity for more cost-effective compliance. These topics encompass Goal 5.

PRIORITIZED STRATEGIES

Exhibit ES-4 reiterates the Coordinated Plan goals and strategies, identifying the priorities developed through Phase 3 outreach in a pre-COVID-19 environment. Responsible parties for each strategy, implementation and feasibility levels are identified. Priorities are likely to shift as the re-opening phases occur, in the wake of the March 2020 California stay-at-home order.

Exhibit ES-4, Tuolumne County Coordinated Plan 2020-2024 Goals, Strategies and Implementation Factors

Goal and Strategy	Priority	Responsible Parties	Implementation
Goal 1: Robust, Responsive Public Transit System			
Continue to build a sustainable, responsive public transportation system for travelers in Tuolumne County.			
Strategy 1.1 — Towards growing ridership, develop Tuolumne Transit service improvements to frequency, hours, days of service and transfer timing within the system to improve riders’ experience.	High	Tuolumne County Transportation Council Tuolumne County Transit	Medium Cost – Operations; High Feasibility
Strategy 1.2 — Expand use of general public, on-demand services, with app-based capabilities, to meet transportation needs in low-density	High	Tuolumne County Transit	Medium Cost; High Feasibility

Goal and Strategy	Priority	Responsible Parties	Implementation
areas, such as Phoenix Lake, Jamestown and Tuolumne.			
Strategy 1.3 — Evaluate Columbia College schedules to improve enrolled students’ ability to take more classes, while maintaining good connectivity with Calaveras Connect buses.	High	Tuolumne County Transit	Medium Cost – Operations; High Feasibility
Strategy 1.4 — Explore and develop intercity linkage to Oakdale and/or Modesto to support access to regional medical and shopping and to inter-city bus and rail services.	High	Tuolumne County Transit	High Cost; Moderate Feasibility
Strategy 1.5— Strengthen and extend customer-facing technology tools to support riders in making transit easy and building ridership.	Medium	Tuolumne County Transit	Low Cost; High Feasibility
Strategy 1.6 — Identify and actively pursue new and discretionary funding to support transit operations	High	Tuolumne County Transportation Council; Tuolumne County Transit; human service partners	Low Cost – Staff time expense; Moderate Feasibility
<p>Goal 2: Sustainable Partnerships to Address Isolated Communities and Out of-County Trip Needs</p> <p>Develop effective, sustainable partnerships for pilot services that meet mobility needs of residents living in isolated communities and/or traveling out-of-county, including for medical purposes.</p>			
Strategy 2.1 — Strengthen or establish partnerships to develop pilots and innovative mobility responses for isolated communities or for longer distance trip needs, addressing operating and capital requirements.	High	Tuolumne County Transit, lead with Adventist Health Hospital, LogistiCare, Southside Wheels, Common Ground	Moderate Cost; Moderate Feasibility
Strategy 2.3 — Expand TCT’s implemented mileage reimbursement TRIP program for both individuals and agencies to support cost-effective lifeline service for medical trip needs.	High	Tuolumne County Transportation lead, with SSTAC	Low Cost; High Feasibility

Goal and Strategy	Priority	Responsible Parties	Implementation
Strategy 2.3 — Research and develop strategies to improve the capacity and cost-effectiveness of human service transportation-providing organizations.	Medium	Tuolumne County Transportation lead, with SSTAC	Low Cost; High Feasibility
<p>Goal 3: Active and Integrated Transportation Information Network</p> <p>Utilize the mobility management function to establish an active and integrated transportation information network to increase awareness and use of public transit and human service transportation options.</p>			
Strategy 3.1 — Establish regular coordination between staff from Tuolumne, Calaveras and Amador agencies, as well as other key transportation providers.	High	Tuolumne County Transit with neighboring county SSTACs	Low Cost; High Feasibility
Strategy 3.2 — Conduct active, periodic outreach to gatekeepers for target audiences.	Medium	TCT with SSTAC and Social Services Consortia	Low Cost; High Feasibility
Strategy 3.3 — Ensure that complete, user-friendly information tools exist for all available transportation services.	Medium	All Service Providers	Low Cost; High Feasibility
<p>Goal 4: Emergency Services Coordination</p> <p>Collaborate around local emergency transportation initiatives, coordinating with human service transportation providers to help ensure access to and potential evacuation of Coordinated Plan target populations of older adults, persons with disabilities and persons of low-income.</p>			
Strategy 4.1 — Identify the human service programs and transportation providers that could be resources and develop strategic strategies for response, particularly in relation to evacuation of vulnerable populations.	High	TCTC; TC Office of Emergency Services; MHOAC; TCHC and Safety Coalition	Low Cost; High Feasibility
Strategy 4.2 — Expand and ensure participation of key human service stakeholders and human service transportation providers in tabletop exercises and other regional emergency planning activities to build upon and strengthen coordination.	Medium	TCTC with TC Office of Emergency Services and human services partners	Low Cost; High Feasibility

Goal and Strategy	Priority	Responsible Parties	Implementation
<p>Goal 5: Addressing Infrastructure Needs</p> <p>Promote necessary infrastructure improvements that support mobility, including public transit use, facilities for pedestrians and bicyclists and compliance with zero emission vehicle (ZEV) rules.</p>			
<p>Strategy 5.1 — Promote and seek funding for Complete Street-type initiatives to support safe bicycle and pedestrian trips as first-mile/last-mile strategies for travel on TCT.</p>	<p>Medium</p>	<p>Tuolumne County Transportation Council with the cities and County</p>	<p>Moderate to High Cost; High Feasibility</p>
<p>Strategy 5.2 – Actively explore coordinated responses among the region’s public transit providers to comply with Zero-Emission Vehicle (ZEV) infrastructure requirements.</p>	<p>Medium</p>	<p>Tuolumne County Transportation with area transit providers</p>	<p>High Cost; Moderate Feasibility</p>