



DRAFT

Public Transit and Human Services Coordinated Plan



SACOG

Sacramento Area
Council of
Governments

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SACOG MISSION

Provide leadership and a dynamic, collaborative public forum for achieving an efficient regional transportation system, innovative and integrated regional planning, and high quality of life within the greater Sacramento region.

WHAT WE DO

The Sacramento Area Council of Governments (SACOG) is an association of local governments in the six-county Sacramento region. Its members include the counties of El Dorado, Placer, Sacramento, Sutter, Yolo, Yuba and the 22 cities within.

SACOG provides transportation planning and funding for the region and serves as a forum for the study and resolution of regional issues. In addition to preparing the region's long-range transportation plan, SACOG approves the distribution of affordable housing in the region and assists in planning for transit, bicycle networks, clean air and airport land uses.

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Executive Summary

The Sacramento Area Council of Governments (SACOG) recognizes an increasing need to plan for and address the mobility needs of the growing regional population. Transportation is key to residents remaining active, accessing medical care, shopping and services, employment, recreation, volunteering, learning opportunities, and to avoid social isolation. A broad range of transportation services is currently offered in the region. While there is a range of transportation services available to people with lower incomes, older adults, and persons with disabilities in the region, gaps in service remain due to geography, limitations in fixed-route and demand-responsive services, program/funding constraints, eligibility limitations, knowledge and training, as well as additional challenges related to the ongoing COVID-19 pandemic. According to Department of Finance projections, the number of people aged 65 or older in the Sacramento region will increase by approximately 271,000, or 65 percent, between 2020 and 2060. There is a growing population of the frail elderly who experience mobility difficulties but are not considered to be ADA-eligible, who do not consider themselves disabled, and who are often aging in place in rural and suburban areas, making obtaining the transportation services they need more difficult.

The Sacramento region is facing significant growth in its population, including the populations of older adults, growth in the working-age population, and growth in the working-age population with severe disabilities. This growth is taking place in both more urbanized Sacramento County, and the less urbanized portions of the region where transportation alternatives are more limited. This poses a challenge for those who are not able to drive, especially those who have few family or income resources to afford alternatives, and for communities who will be called upon to provide expanded transportation services to meet residents' needs.

The SACOG Public Transit and Human Services Transportation Coordinated Plan is intended to show how human service agencies, non-profit transportation providers, and public transit agencies can work together with transportation providers to address the transportation needs of people with disabilities, older adults, and people with limited incomes. The SACOG Coordinated Plan is meant to broaden the dialogue and support further collaboration between public transportation providers, human service agencies, and others to link people with the transportation services they need. The description of transportation services, connections and relationships represented in this report are drawn from discussions with transportation and human services staff, and stakeholder outreach and input.

A Coordinated Plan is required under the Infrastructure Investment and Jobs Act (IIJA) of November 2021. As suggested by the Federal Transit Administration (FTA) the plan offers an overview of what transit services are available, where there are gaps in those services, and potential solutions to close those service gaps. With the updated SACOG Coordinated Plan in place, federal funds specifically directed toward services to lower income persons, older adults and people with disabilities will remain available to the SACOG Region's transit operators. The types of services provided with these funds must be included in the SACOG Coordinated Plan. The IIJA requires the prioritization of projects and strategies to be included in the Coordinated Plan for awardees to receive FTA Section 5310 funds.

Chapter 1: Coordinated Plan and Methodology

State and Federal Requirements for Coordination

The California State Transportation Development Act (TDA) is administered by the California Department of Transportation (Caltrans) within the State of California State Transportation Agency (CalSTA) and provides two major sources for funding of public transportation in California through regional planning and programming agencies such as the Sacramento Area Council of Governments (SACOG). The TDA funds a wide variety of transportation programs, including planning and program activities, pedestrian and bicycle facilities, community transit/special needs transport services, public transportation, and bus and rail projects. The TDA requires that transit operators coordinate their services, so that transit services are not duplicative and use the limited funds available in the most efficient way possible.

Federal transit law (Infrastructure Investment and Jobs Act (IIJA)) requires that projects selected for funding under the [Enhanced Mobility of Seniors and Individuals with Disabilities \(Section 5310\) Program](#) be "included in a locally developed, coordinated public transit-human services transportation plan," and that the plan be "developed and approved through a process that included participation by older adults, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public" utilizing transportation services. These coordinated plans identify the transportation needs of individuals with disabilities, older adults, and people with low incomes, provide strategies for meeting these needs, and prioritize transportation services for funding and implementation. The SACOG Public Transit and Human Services Transportation Coordinated Plan, hereby known as the Coordinated Plan, is a direct result of the 2004 *Executive Order: Human Service Transportation Coordination* (Executive Order 13330, Federal Register, Vol. 69, No. 38, Thursday, February 26, 2004) furthered by federal and state directives and the Executive Order calls for human service agencies within the Department of Health and Human Services and providers of transportation funded through the Federal Transit Administration to:

Promote interagency cooperation and minimize duplication and overlap of services.

Determine the most appropriate, cost-effective transportation services within existing resources; and

Improve the availability of transportation services to the people who need them.

For a description of potential funding sources, refer to the funding resources section of the appendices (Appendix A).

Plan Objectives and Development

The SACOG Coordinated Plan follows the July 11, 2013, and July 7, 2014, Federal Register and FTA Circular C 9070.1G guidance regarding the FTA proposed elements of a coordinated plan:

An assessment of available services that identify current providers (public, private, and nonprofit);

An assessment of transportation needs for individuals with disabilities, older adults, and people with low incomes. This assessment may be based on the experiences and perceptions of the planning partners or on more sophisticated data collection efforts, and gaps in service;

Strategies and/or activities to address the identified gaps and achieve efficiencies in service delivery; and

Relative priorities for implementation based on resources, time, and feasibility for implementing specific strategies/activities identified.

The SACOG Coordinated Plan reviews public and private transportation providers and the human service agencies, both public and not-for-profit, that utilize the transportation services. The Plan also analyzes community/volunteer-based transportation providers and the services they provide.

The SACOG Coordinated Plan mainly affects the distribution of FTA Section 5310 funding. Agencies and organizations can do a variety of things with Section 5310 funds. Section 5310 projects should assist older adults and individuals with disabilities with transportation. The Section 5310 Program gives capital, operating and mobility management grants to non-profit agencies and public transit providers of transportation services to older adults and persons with disabilities. The projects can be public transportation services that go beyond those required by the ADA, projects that increase access to and use of fixed route public transport by individuals with disabilities (decreasing use of ADA complementary services), and public transportation alternatives that assist older adults and people with disabilities. The FTA 5310 Program allows grantees to coordinate and assist in regularly providing meal delivery service for homebound individuals, if the delivery service does not conflict with providing public transportation service or reduce service to public transportation passengers.

Relationship of this Plan to Regional Planning

The SACOG Coordinated Plan is anchored to the following regional planning documents:

(See following page)

Document	Reference	Notes
SACOG Public Transit and Human Services Transportation Coordinated Plan (June 2007) Amended/Updated 3-9-09, 1-5-12, 10-16-14, Feb. 2017, August 2019, and March 2022	As part of IJJA, SACOG must develop a Coordinated Plan to serve the Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310)	The SACOG Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS or RTP) was adopted on November 18, 2019). The MTP/SCS includes an analysis of public and special needs transit services.
SACOG Public Participation Plan (October 2021)	Federal transportation regulations require metropolitan planning organizations such as SACOG to adopt a plan to provide the public with opportunities to be involved in the transportation planning process.	The SACOG Coordinated Plan uses the Public Participation Plan methodology.
SACOG – Filling the Gap – A Guide to Volunteer Transportation Programs (June 2019)	This Guide assessed opportunities for alternatives and improvements to existing public transportation services for older adults, persons with disabilities, and low-income residents in more rural communities in El Dorado, Sutter, and Yuba Counties. It explored the use of volunteers to expand community transportation options.	The goal of the Guide is to help and encourage more communities to consider developing volunteer transportation programs to fill the gaps in the existing transportation systems and provide a range of information on volunteer transportation programs.
SACOG Regional Transportation Study (Household Travel Survey) (November 2018)	The Sacramento Regional Transportation Study collected a rich set of demographic and travel behavior data from a representative set of 4,010 households in the six-county SACOG planning area.	The study collected data from 8,321 persons, representing 146,000 (linked) trips across 34,000 complete person-days during all days from April 10 to May 21, 2018. Future work at SACOG will focus on incorporating this dataset into regional modeling, analysis, and planning.

Senior Transportation and Age-Friendly Communities Study (August 2017)	Review of region's demographics, current transportation services, what different areas across the country are doing to meet older adult needs and preferences, and identified potential strategies for future research, pilot programs and action/implementation.	The Senior Transportation and Age-Friendly Communities Study was funded by a Caltrans Planning Grant and informed by the SACOG Blueprint and MTP/SCS.
2011 SACOG Lifeline Transit Study	Built upon the Coordinated Plan to examine more specifically the public transportation needs of low-income and other transit- dependent residents of the SACOG region.	Focused on low-income and transit dependent population needs, including those of low-income transit- dependent older adults and people with disabilities.
2007 Senior and Disabled Mobility Study	SACOG identified the need to address more intensely the mobility needs of the rapidly growing population of older adults and persons with disabilities in the Sacramento region.	The work done and information gathered for the Senior and Disabled Study is used in SACOG's Public Transit and Human Services Transportation Coordinated Plan.

Methodology and Public Involvement

Much of the information presented in the SACOG Public Transit and Human Services Transportation Coordinated Plan (Coordinated Plan) comes from the SACOG Guide to Volunteer Transportation Programs (2019), SACOG Regional Transportation Study (2018), Senior & Age Friendly Communities Study (2017), Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS, 2020), Lifeline Transit Study (2011), and the SACOG Senior and Disabled Mobility Study (2007).

The SACOG Guide to Volunteer Transportation Programs assessed opportunities for alternatives and improvements to existing public transportation services for older adults, persons with disabilities, and low-income residents in more rural communities in El Dorado, Sutter, and Yuba Counties, and explored the use of volunteers to expand community transportation options. The SACOG Regional Transportation Study gathered travel information from just over four-thousand households across the SACOG six-county region. The Senior & Age Friendly Communities Study explored the current and projected changes in the age spectrum of the SACOG region's population, and the implications for transportation, housing and community supports that can contribute to the health and quality of life of the region's residents across the age spectrum. The MTP/SCS reached out through a series of public workshops and opinion polls that considered transportation and land use choices and how the decisions made will shape the SACOG region's future. The Senior and Disabled Mobility Study and Lifeline Transit Study received input from a technical advisory committee made up of public transit, specialized/paratransit transit service providers, human service providers, and representatives of advocate organizations for older adults, persons with disabilities, and those with lower incomes.

SACOG's Public Transit and Human Service Transportation Coordinated Plan for the six-county region, includes the urbanized areas of El Dorado, Placer, Sacramento, Yolo, Yuba, and Sutter counties as well as the small urban/rural areas. The Federal Register recommendations from the FTA on the coordinated plan state that regional planning agencies should focus on obtaining input on human services/specialized transportation needs from stakeholders/transit user groups including older adults, persons with disabilities, and those with lower incomes. SACOG worked to obtain input from stakeholders through several processes.

Unmet Transit Needs Process

The California Transportation Development Act (TDA) requires that the Regional Transportation Planning Agency (RTPA) holds Unmet Transit Needs hearings to obtain transit needs requests from transit users/stakeholders in the RTPA area. SACOG is the RTPA for four counties Sacramento, Sutter, Yolo and Yuba counties. SACOG holds six Unmet Transit Needs hearings each year in the jurisdictions in the four RTPA counties. Human services transportation is defined as dial-a-ride/paratransit, non-emergency medical transportation, community/volunteer transportation etc. Coordinated Plan input, as well as input received from previous Unmet Transit Needs hearings, has been used to identify gaps in human services/special needs transportation services.

In Placer and El Dorado counties, two separate RTPAs, the Placer County Transportation Planning Agency (PCTPA) and the El Dorado County Transportation Commission (EDCTC) respectively, conduct the Unmet Transit Needs hearing process in those counties. PCTPA and EDCTC also provided previous Unmet Transit Needs comments.

For this iteration of the Coordinated Plan SACOG used the Unmet Transit Needs outreach process, including hearings, community events, print and electronic marketing, to solicit input on coordinated transportation services and planning from throughout the SACOG RTPA area. In addition, PCTPA and EDCTC assisted SACOG in obtaining input on the Coordinated Plan from stakeholders in those counties. Comments were accepted in person, via phone, regular mail, email and text. SACOG also received input on the Plan from regional transit agencies, human service and non-profit transportation providers.

Plan Availability – Use and Ongoing Refinement

The SACOG Coordinated Plan was first put out for public review in June 2007 after receiving input from the Board of Directors.

SACOG made one minor amendment to the SACOG Coordinated Plan in January 2012 prior to the adoption of the SACOG Metropolitan Transportation Plan/Sustainable Communities Strategy that was adopted in fiscal year 2012-2013. SACOG made a second amendment in October 2014 prior to the FTA 5310 funding round. SACOG made a third update in February 2017 prior to that year's FTA 5310 funding round. In August 2019 the fourth update to the Coordinated Plan was completed and updated information on demographics, gaps in services, and potential solutions to better serve those in need of specialized and supplementary services. This most recent update, March 2022, was completed to update transportation provider services and challenges resulting from the on-going COVID-19

pandemic, revise gaps and solutions based on recent input, to include more recent demographic information where available, and additional information on potential transportation mobility options for the target populations from recent SACOG studies and outreach efforts. SACOG will continue to make amendments to the Coordinated Plan as needed to keep the information presented as up-to-date as possible.

This document fulfills all of the FTA requirements for a Coordinated Plan. The SACOG Coordinated Plan will be used to evaluate applications for FTA Section 5310 funds from the region's transportation operators. The information from the Plan will also be used for on-going service planning related to human services/special needs transportation services in the SACOG region, and as a reference for other regional transportation planning efforts.

Chapter 2: Available Public and Human Services Transportation in the SACOG Region

All urbanized areas of the six-county SACOG region are served by “fixed-route” transit services, i.e., those that run on regular routes and fixed schedules.

The ADA also made it mandatory for providers of fixed-route transit services to offer comparable demand-responsive services to those who could not use fixed-route services. Demand-responsive services, or transportation services for which the passenger calls in advance for a pick-up, have been provided for many years in the Sacramento region, some exclusively to those with disabilities and others providing service to older adults and/or the general public. The demand-responsive transportation services operated by public transit operators are used by significant numbers of older adults and persons with disabilities. For example, in FY 2021-22, the Sacramento Regional Transit District (SacRT) reported that it served 413,000 unlinked passenger trips on its SacRT GO ADA paratransit service.¹ Though transit operators have seen some small increases in fixed route transit ridership during the recovery from the COVID-19 pandemic, many have seen continued growth in demand for demand response and ADA paratransit services many times well above pre-pandemic levels.

Jurisdictions and public transit operators are also operating or piloting general public on-demand transit or microtransit services that operate similarly to transportation network companies (TNCs). Users of these on-demand services can schedule same day or future rides within the on-demand service area via a smartphone app, online, or a phone call, which arrive within a set time period with fares the same or similar to the standard cost of fixed-route transit.

Public transportation services are supplemented in many parts of the SACOG region with transportation services provided by local agencies, community-based, and non-profit organizations.

The following sections summarize current transportation services available in each county in the region.

El Dorado County

El Dorado County is one of the fastest growing counties in the region. It includes the historic city of Placerville, the county seat, communities such as Cameron Park and El Dorado Hills with their expanding residential developments, and older more rural communities such as Camino – home to Apple Hill – and Pollock Pines. The Coordinated Plan does not examine South Lake Tahoe as it is not part of the SACOG region.

¹ National Transit Databased – Transit Agency Profile of Sacramento Regional Transit District FY 2021-22.

Fixed-Route Service

El Dorado County Transit provides all public transit services in the western slope of the county, including:

- Five (5) weekday fixed routes serve Placerville, Pollock Pines/Camino, Cameron Park/Shingle Springs, Diamond Springs/El Dorado, and the 50 Express runs from Placerville to the Iron Point Light Rail Station, Folsom Lake College and Kaiser clinic in Folsom. Two (2) Saturday routes serve Placerville/Pollock Pines/Camino and Diamond Springs/El Dorado. Due to COVID-19 pandemic reductions in ridership, El Dorado Transit is currently operating four (4) morning commuter buses to downtown Sacramento and four (4) return buses, plus two reverse commuter routes from downtown Sacramento to Placerville in the morning and two from Placerville to Sacramento in the afternoon. It is anticipated that as some workers return to offices in Sacramento as the pandemic recover continues, El Dorado Transit will operate five (5) morning and five (5) afternoon commuter buses.
- One (1) daily connector bus route in partnership with Capitol Corridor and Amtrak between the Sacramento Valley Station and South Lake Tahoe with stops in Cameron Park and Placerville.

Demand-Responsive Service

El Dorado County Transit also provides:

- Dial-A-Ride services primarily for older adults and persons with disabilities seven (7) days per week.
- ADA Complementary Paratransit service six (6) days per week.
- Weekday shuttle services for clients of Mother Lode Rehabilitation Enterprises, Inc. (M.O.R.E.) who are diagnosed with a developmental disability.
- SAC-MED, shared-ride transportation on Tuesdays and Thursdays. The service takes older adult, disabled, and general public passengers with a reservation from five pick-up points in El Dorado County to non-emergency medical appointments in Folsom, Sacramento and Roseville.

UCP of Sacramento and Northern California (UCP) provides door-to-door transportation services for people with developmental disabilities and older adults. This includes both fixed-route and limited on-demand services. UCP operates a fleet of 66 wheelchair equipped vehicles, including buses (accommodating up to 17 passengers and or 6 wheelchairs) and smaller vehicles, to transport individuals to various community locations, educational programs, service locations, employment locations, medical appointments, and other essential trips throughout Sacramento, Yolo, and El Dorado counties. UCP provides 10,000-13,000 trips per month to individuals who require specialty transit services. UCP has operational contracts with Alta California Regional Centers and has agreements with the California and Sacramento County Office of Emergency Services.

Placer County

Another fast-growing county in the region, Placer County, which includes the city of Auburn, the County seat, Roseville, the city of Rocklin; the city of Lincoln; and other smaller communities such as Granite Bay, Loomis, Colfax, Foresthill and other more rural areas. Roseville is considered a large retail and job center and contains Sun City, a large, older adult community development. Lincoln also

contains a large, Sun City older adult development. The Coordinated Plan does not include communities in the Lake Tahoe area since they are not part of the SACOG region.

Fixed-Route Service

- The City of Roseville offers 11 fixed routes in Roseville, along with six morning commuter buses to downtown Sacramento, seven evening returns, with four morning and evening reverse commute runs to Roseville from downtown Sacramento, and three evening reverse commute runs from Roseville to downtown Sacramento. There was a COVID-related temporary suspension of commuter routes, so that the City of Roseville is only running a total of 13 routes (instead of 20 previously). More commuter service will be added as the recovery continues.

- The City of Auburn historically operated one deviated fixed route in Auburn Monday through Saturday, and an on-demand service option that operates within the City of Auburn and portions of unincorporated Placer County Monday through Saturday. Currently, the deviated fixed-route service has been integrated into the on-demand service, which can be accessed through a mobile phone application platform or phone to schedule a ride both to/from previous fixed route stops and to any place within the Auburn on-demand service area.

- Placer County Transit offers five intercity fixed routes, making connections between Auburn, Sacramento Light Rail, Lincoln, Rocklin, Newcastle, Penryn, Loomis, Sierra College, Colfax, Alta, and Roseville that operate Monday through Saturday. The agency also operates one local fixed route Monday through Saturday in the City of Lincoln, and one overflow bus within the city on weekdays when school is in session which is open to the general public. Placer County Transit also operates the Placer County Express commuter bus service. Due to the significantly decreased demand due to the COVID-19 pandemic Placer County Transit is currently operating two of four previous runs into downtown Sacramento in the morning and two of four returning to Placer County in the evening during the week. These reduced commuter services may be resumed and expanded as demand and resources allow.

Demand-Responsive Service

Roseville Transit offers Microtransit services anywhere within the city. The service is called Roseville Transit Arrow, which is available to the general public and replaced its dial-a-ride service. Roseville Transit Arrow also serves as the city's ADA Paratransit service for individuals with disabilities. Roseville Transit Arrow provides curb-to-curb service and includes the ability to make same-day reservations. Reservations can be made over the phone, on the computer or through the Go South Placer app. Service is available seven days a week.

Placer County Transit offers Dial-a-Ride services Monday through Saturday to older adults, persons with disabilities and the general public. Dial-a-Ride is available for Granite Bay, Lincoln, Loomis, and Rocklin, sometimes requiring a transfer for different service areas, including service to the Thunder Valley Casino. Placer County Transit Dial-A-Ride service may be reserved over the phone or via the GO South Placer app.

The Placer County Transportation Planning Agency (PCTPA) has designated the Western Placer Consolidated Transportation Services Agency (WPCTSA) as the consolidated transportation services agency serving western Placer County. The WPCTSA, which became effective in January 2009, is a joint powers agency with the authority to provide and coordinate social service transportation for the western portion of Placer County. The WPCTSA provides transportation services for Placer County residents who are unable to use conventional public transit services operating within the WPCTSA's coverage area, with each program responding to transportation needs that are either not being met by existing public and/or social service transit providers or not being met well. WPCTSA currently partners with Seniors First, Inc., the City of Roseville, and various other human service agencies within the region to fund and implement various programs that are described in more detail, below.

WPCTSA Programs Provided by Seniors First, Inc.

Seniors First, Inc., a non-profit corporation, jointly operates the Placer Rides program with the WPCTSA. The Placer Rides program, which became effective on July 1, 2021, supersedes the Health Express and My Rides programs that were discontinued in June 2021, and is currently offered to eligible riders that are considered seniors (60+), individuals with disabilities, or low-income individuals who have no other means to take essential trips or cannot take another form of public transportation. Placer Rides trips mostly begin and end in Placer County, with some program exceptions for non-emergency medical trips allowed to and from medical facilities in Sacramento County (i.e., including, but not limited to, UC Davis Medical Center, Shriners Hospital, Mercy San Juan Medical Center, Sutter Medical Center, Kaiser Sacramento, and the region's Veterans Affairs hospitals). The Placer Rides program is a rider-centric program where riders are expected to recruit their own volunteer drivers and coordinate their rides directly with the volunteer driver. Mileage reimbursement, provided based on the program's established criteria and services, is provided to the rider who then reimburses their volunteer driver. Last resort rides for eligible individuals that are unable to secure a volunteer driver may be provided by a private transportation service (i.e. Uber/Lyft, taxi, or other ADA transportation service) that is arranged and funded by the Placer Rides Program subject to the program's established limits.

In addition to the services funded directly by the WPCTSA, Seniors First receives funding from the Agency on Aging and other alternative funding sources to administer a non-emergency transportation service program for individuals going to/from essential medical visits to address on-going, life sustaining treatments (e.g. dialysis, chemotherapy, water therapy, etc.). These "chronic healthcare transportation" services are coordinated with commercial contractors and partially funded and administered through the Placer Rides last resort program based on the program's established service criteria.

WPCTSA Programs Provided by the City of Roseville

The City of Roseville, in partnership with the WPCTSA, administers the South Placer Transit Information: Education & Training program for the entire south Placer County region. This program consists of a free, Mobility Training component to help older adults, people with special needs, and the general public learn how to safely and independently use the transit services provided throughout

south Placer County by Roseville Transit, Placer County Transit, and Auburn Transit. Mobility Training sessions are available for individuals and groups. Additionally, South Placer Transit Information (SPTI), is the second program component administered by the City of Roseville, which allows Placer County residents to call one phone number to make reservations for Dial-A-Ride services, find out information regarding bus delays, get assistance with trip-planning, and access resources for every transit service in south Placer County. Lastly, the City of Roseville administers an educational outreach/engagement program component that brings staff presentations and informational materials about the region's transit services to social service agencies, affordable housing developments, college campuses, and/or resource events held during the year throughout south Placer County.

Other WPCTSA Programs Coordinated with Social Service Agencies and Transportation Providers

WPCTSA provides bus pass subsidies to eligible social service agencies. The program reimburses these agencies for some of the cost of providing bus passes to their clients who cannot afford them.

Based on the WPCTSA Short Range Transit Plan, the WPCTSA is also considering implementing the following programs based on available resources and funding:

- Integrate Connect Card universal fare card into WPCTSA's programs.
- Partner with Health Care Entities to provide transportation to and from medical appointments, particularly outside current public transit service hours.

Supplemental/Human Services Transportation

Other transportation providers in Placer County include the following:

- PRIDE Industries provides worksite and day program transportation for adult program participants with disabilities within Placer (or Sacramento) county utilizing buses and vans.

Mobility Management

Nevada-Sierra Connecting Point Public Authority (Connecting Point 211) offers trip planning services by calling 211 anywhere in Placer County. Connecting Point 211 also offers trip training for individuals (including seniors and people with disabilities) to take them on bus routes, ride with them, assist them in travel planning, coordination of routes to use, fares, and applications for discounted fares for seniors and disabled. The travel training program offers in-person and remote sessions to orient residents (primarily seniors and people with disabilities) with route planning, taking a ride on public transit, expanding their ability to travel through independence.

Connecting Point 211 also offers coordination and application assistance for individuals (seniors and people with disabilities) with dial-a-ride and other demand responsive services throughout Placer County and on to the Capital Corridor (Sacramento area).

Connecting Point 211 assists and provides Connect Card (Connect Card universal fare care is one of the payment options for Placer and Sacramento County transportation systems) applications and fare services for individuals traveling on the Placer County and City of Roseville transit systems.

All services are provided at no cost to users.

Sacramento County

As the largest in the region in terms of population, Sacramento County also has a larger number of transportation providers.

Fixed-Route Service

The Sacramento Regional Transit District (SacRT) operates 3 light rail lines and 81 fixed-route bus services in its 418-square-mile service area which includes the cities of Citrus Heights, Elk Grove, Folsom, Rancho Cordova and Sacramento and unincorporated Sacramento County.

In partnership with the Yolo County Transportation District, SacRT operates the Causeway Connection providing service to/from the UC Davis Medical Center in Sacramento to the UC Davis campus in Davis Monday through Friday.

South County Transit (SCT/Link) operates service in the southernmost part of Sacramento County. SCT/Link offers general public dial-a-ride service in Galt and by request to the community of Herald. SCT/Link also provides service from Galt to downtown Sacramento on weekdays.

Demand-Responsive Service

SacRT provides complementary ADA paratransit service within $\frac{3}{4}$ of a mile of active light rail services and bus routes within SacRT's service boundary in Sacramento County. The service is called SacRT GO Paratransit Services. SacRT GO is a door-to-door, shared-ride transportation for individuals who are unable to use the SacRT bus and light rail system, either all of the time or some of the time, because of a disabling condition. SacRT operates a fleet of 119 SacRT GO vehicles.

SacRT and Paratransit, Inc. are designated CTSAs for Sacramento County (excluding the southernmost portion of the county). SacRT provides non-ADA demand response services in coordination with federally mandated ADA paratransit service. Non-ADA Demand Response Service is available to ADA eligible riders and is a service that goes beyond what would be available on regular fixed route buses and light rail trains. This service is not required by law. The non-ADA service area includes premium service areas where the origin or destination is not within $\frac{3}{4}$ mile of an active bus route or light rail station.

Paratransit, Inc. as one of two designated CTSAs for Sacramento County (excluding the southernmost portion of the county) provides vehicle maintenance, travel training, contract transportation to community organizations and other social service and non-profit programs that serve those with disabilities, older adults, and youth, adaptive vehicle rentals, mobility management, ADA eligibility and many other transportation programs in the Sacramento region.

SCT/Link provides general public Dial-a-Ride service within Galt. SCT/Link also provides service on weekdays for the general public between Galt and Southeast Sacramento County, and twice a week for older adults and persons with disabilities between Galt and medical facilities in Sacramento.

Sacramento Regional Transit offers SmaRT Ride microtransit service, a curb-to-curb and corner-to-corner service that is open to the general public to any destination within the boundaries of a specific zone. SmaRT Ride connects passengers to all destinations throughout the zone including shopping centers, restaurants, movie theaters, community centers, parks, schools and medical facilities, Monday through Friday. SmaRT Ride does not operate on weekends or holidays. Regular basic and discount fares apply, with group rides for groups of five or more traveling from the same location to the same destination free of charge.

SmaRT Ride is operated by the Sacramento Regional Transit District (SacRT).

- Zone 1: Citrus Heights/Antelope/Orangevale, Monday-Friday, 7 AM – 7 PM (curb-to-curb)

All of the following services are corner-to-corner

- Zone 2: Franklin/South Sacramento, Monday-Friday, 7 AM – 7 PM
- Zone 3: Arden Carmichael, Monday-Friday, 7 AM – 7 PM
- Zone 4: Downtown-Midtown-East Sacramento, Monday-Friday, 7 AM – 7 PM
- Zone 5: Elk Grove, Monday-Friday, 7 AM – 7 PM
- Zone 6: Florin-Gerber, Monday-Friday, 7 AM – 7 PM
- Zone 7: Folsom, Monday-Friday, 7 AM – 7 PM
- Zone 8: Natomas-North Sacramento, Monday-Friday, 7 AM – 7 PM
- Zone 9: Rancho Cordova, Monday-Friday, 7 AM – 7 PM

Supplemental/Human Services Transportation

Other transportation providers in Sacramento County include the following:

- The American Cancer Society's Road to Recovery program provides transportation to ambulatory cancer patients without other alternatives to reach cancer-related treatment and medical appointments.
- ACC Rides Transportation Services provides door-to-door, door-through-door, and assisted transportation with the help of dedicated volunteers and staff. Using a fleet of wheelchair-accessible small buses and minivans, ACC Rides is open six days a week: Monday through Friday 6:00 AM-6:00 PM, and Saturday 8:00 AM-6:00 PM.

ACC Rides serves older adults 60 years and older and their caregivers, targeting underserved communities such as older adults with physical and/or cognitive limitations and older adults with limited English language capability. Clients must reside within 10 miles from ACC Senior Services located at 7334 Park City Drive, Sacramento, California 95831. Service zip codes areas are: 95811,

95814, 95816, 95817, 95818, 95820, 95822, 95823, 95824, 95828, 95831, 95832, and 95758 in the City of Elk Grove.

ACC Rides also serves older adults residing from part of the Delta area, which includes Hood-Franklin, Courtland, Locke, and Walnut Grove.

Transportation services include trips to life-sustaining treatments such as dialysis and chemotherapy, to medical, dental, and eye care appointments, to pick up meals from selected Meals on Wheels All Season Café nutrition programs, to go shopping, and to other personal errands. ACC Rides also provides shopping shuttles to low-income older adult apartment complexes and to community-based organizations for special events.

- Easter Seals operates two large buses that provide round trip transportation for adults with disabilities to Sacramento area Easter Seals programs, M-F.

Easter Seals utilizes these two buses plus an additional four large buses, two pickup trucks and one van to provide transportation for Easter Seals program participants to various activities, worksites, and appointments during the day, M-F.

Easter Seals (as a CTSA partner) coordinates with the City of Elk Grove to transport program participants from the Elk Grove area to their Sacramento area program, M-F.

Easter Seals (as a CTSA partner) also provides transportation from an underserved area in Rancho Cordova to Easter Seals in Sacramento, M-F.

- Paratransit, Inc. also offers multiple fixed route shuttles focused on underserved communities and connections to food (farmer's markets) and healthcare.
- PRIDE Industries provides worksite and day program transportation for adult program participants with disabilities within Sacramento (or Placer) county utilizing buses and vans.
- The Society for the Blind offers transportation for those attending classes at its midtown location, as well as for its older adult retreat program and Senior Impact Program.
- Stanford Settlement offers transportation to and from the Sister Jeanne Felion Senior Center for lunch using 15-passenger vans, plus door-to-door car transportation and escort for older adults to doctor's appointments using volunteers. To be eligible, older adults must live in zip codes 95815, 95833, 95834, or parts of 95836, 95837 or 95838, and request medical escort at least 3-4 days in advance.
- Sutter SeniorCare PACE provides transportation to eligible participants who are 55 years of age or older or meet the requirements of skilled nursing home case as determined by the PACE organization's interdisciplinary team assessment and certified by the California Department of Healthcare. Transportation services are offered to approximately 300 participants (2019) in thirty-six Sacramento County zip codes to the Sutter Health Adult Day Health Center (ADHC) and also includes trips to outside specialist appointments, community outings, dialysis, personal needs, non-emergency and hospital discharges, and other various locations within the community. Participants reside in thirty-six zip codes: 95624, 95758, 95820, 95822, 95823, 95824, 95826, 95827, 95828, 95829, 95831, 95832, 95757, 95605, 95608, 95610, 95621, 95628, 95652, 95660, 95811,

95814, 95815, 95816, 95817, 95818, 95819, 95821, 95825, 95833, 95834, 95835, 95838, 95841, 95842, and 95864. The Sutter Health SeniorCare PACE program provides services Monday through Friday from 8 AM to 5 PM using 17 vehicles obtained through various funding sources including the FTA 5310 program.

- UCP of Sacramento and Northern California (UCP) provides door-to-door transportation services for people with developmental disabilities and older adults. This includes both fixed-route and limited on-demand services. UCP operates a fleet of 66 wheelchair equipped vehicles, including buses (accommodating up to 17 passengers and or 6 wheelchairs) and smaller vehicles, to transport individuals to various community locations, educational programs, service locations, employment locations, medical appointments, and other essential trips throughout Sacramento, Yolo, and El Dorado counties. UCP provides 10,000-13,000 trips per month to individuals who require specialty transit services. UCP has operational contracts with Alta California Regional Centers and has agreements with the California and Sacramento County Office of Emergency Services.
- NorCal Services for Deaf and Hard of Hearing offers transportation for those participating in community outings through the Adult Day Program and for those attending the monthly Deaf Senior Social events.

Yolo County

Besides its cities of Winters, Woodland, Davis – home to UC Davis – and West Sacramento, Yolo County includes numerous smaller communities such as Madison and Esparto and more outlying rural areas like the Capay Valley.

Fixed-Route Service

The Yolo Transportation District (YTD) operates Yolobus, which offers local fixed routes within Woodland and West Sacramento and intercity routes currently serving and connecting to Davis, West Sacramento, Winters, Woodland, downtown Sacramento, Sacramento International Airport, Capay, Esparto, Madison, and Cache Creek Casino. YTD has also served and may continue to serve Vacaville with future fixed-route service. YTD also operates in conjunction with Sacramento Regional Transit (SacRT) the Causeway Connection Route 138. Route 138 connects the City of Davis and UC Davis with destinations in Sacramento and the UC Davis Medical Center. YTD also works with local member jurisdictions and regional partners on the siting and construction of bus stop and transit/mobility facilities, amenities, and wayfinding.

Many local, "lifeline" and other intercity fixed-route services which were reduced or suspended due to impacts from the pandemic have been resumed or revised as demand and resources allow.

Some express commute services that were suspended due to impacts from the pandemic have been restored as demand and resources allow. Services include commute (i.e., peak-hour) routes connecting Woodland, Davis, West Sacramento, to Downtown Sacramento.

Unitrans provides fixed-route transit service in the city of Davis for UCD students and the general public.

Demand-Responsive Service

YTD also operates a complementary curb-to-curb ADA paratransit service (Yolobus Special):

- Local service for persons with disabilities, medical appointments or otherwise individuals who cannot ride our Fixed route services in Woodland, West Sacramento, Winters, and Yolo County.
- Intercity service between the communities of Winters, Woodland, Davis, West Sacramento, Yolo County, Sacramento International Airport and downtown Sacramento.
- YTD also provides Microtransit On-Demand service, the BeeLine, connecting Knights Landing residents to Woodland. Winters riders to the cities of Davis and Vacaville, and Woodland users within the City of Woodland. This service can be used by anyone in the listed communities. BeeLine on demand service ride requests can be made via an app or by phone. BeeLine Service is available during the following days and times:

Woodland

- Mon-Thu 7:00 AM-7:00 PM
- Fri 7:00 AM-11:00 PM
- Sat 9:00 AM-11:00 PM
- Sun 8:00 AM-7:00 PM

Knights Landing

- Mon-Thu 8:30 AM-5:30 PM
- Fri 8:30 AM-5:30 PM
- Sat Service does not operate
- Sun 8:30 AM-5:30 PM

Winters

- Mon-Thu 8:30 AM-4:30 PM
- Fri 8:30 AM-4:30 PM
- Sat 8:30 AM-4:30 PM
- Sun Service does not operate

BeeLine service may be expanded to other communities and cities as demand and resources allow.

YTD is actively engaging in and developing bicycle and pedestrian planning and construction projects. YCTD will support and help develop and implement local and intercity bicycle and pedestrian connections and projects. Projects may include bicycle facilities, amenities, first/last mile connections and services, and coordination with regional trails and related projects.

Yolo Transportation District (YTD) and the California Department of Transportation (Caltrans) have joined forces for a freeway expansion initiative aimed at enhancing traffic flow within the I-80 corridor on the west side of the Sacramento-Yolo metropolitan area. This comprehensive project

encompasses multiple components, including the introduction of approximately 17 miles of tolled managed lanes, new lane construction, intelligent transportation system (ITS) enhancements, and improvements to bicycling and pedestrian facilities.

Davis Community Transit operates origin-to-destination Dial-a-Ride service for persons with disabilities within the City of Davis.

The City of West Sacramento offers Via Rideshare (On-Demand Rideshare Program) microtransit service, a curb-to-curb service that is open to the general public to any destination within the boundaries of the City. Passengers who are able may be asked to walk a short distance (200-500 feet) to meet their ride and help make the service as efficient as possible. Via Rideshare connects passengers to all destinations throughout the city including shopping centers, restaurants, community centers, parks, schools and medical facilities, Monday through Sunday. Riders book their trips through either a smartphone app or via phone. Standard fares are available for riders 13 and older, and half-fare discounts apply to older adults (65+) and individuals with disabilities. The service operates 6 AM – 11 PM weekdays, 9 AM – 11 PM on Saturdays and 8 AM – 8 PM on Sundays.

Supplemental/Human Services Transportation

Other Yolo County transportation providers include:

- Shores of Hope in West Sacramento, which transports mentally disabled adults to the local adult day employment and recreational program, takes West Sacramento, Woodland, and Davis clients to the John H. Jones Clinic for substance abuse and to Sacramento for medical treatment, transports homeless persons and homeless persons with disabilities to cold weather shelters around West Sacramento.
- Winters Senior Foundation - Medical Appointments Car
Volunteer drivers will drive passengers to medical-related appointments (including doctor appointments, lab, pharmacy, therapy, etc.) within and outside Winters. Riders must be able to get into/out of cars. Caregivers may ride along. Appointments must be made 72 hours in advance.
- Partnership Health Plan - Care Management Ride Program
Persons with Medi-Cal who receive their benefit through Partnership Health Plan and have complex medical needs can receive additional care management including free transportation assistance.
- Woodland Community Care Car, operating two vans driven by volunteers within Woodland to take ambulatory older adults to and from medical, dental and legal appointments, beauty or barber shops, visits to a spouse or relative in a hospital or nursing home, shopping, banking, Social Security, the Senior Center, Employment and Social Services Department, library, and post office. The vans also take passengers to the Woodland Senior Center for their lunch program. The service operates Monday through Friday, as well as on Sunday to provide service to those wanting to attend church services.
- Yolo Adult Day Health Center in Woodland, which operates five buses and two minivans to bring clients to their program. Yolo Adult Day Health also utilizes Older Americans Act funds via the

Agency on Aging Area 4 to distribute vouchers to non-ADHC older adults accessing paratransit services in Yolo County. Currently the Center transports up to 100 clients per day.

- Yolo County Veterans Service Office which uses two vans driven by volunteers to take local veterans to medical appointments at Veterans' hospitals at Mather, McClellan, Martinez, Mare Island, and occasionally San Francisco.
- UCP of Sacramento and Northern California (UCP) provides door-to-door transportation services for people with developmental disabilities and older adults. This includes both fixed-route and limited on-demand services. UCP operates a fleet of 66 wheelchair equipped vehicles, including buses (accommodating up to 17 passengers and or 6 wheelchairs) and smaller vehicles, to transport individuals to various community locations, educational programs, service locations, employment locations, medical appointments, and other essential trips throughout Sacramento, Yolo, and El Dorado counties. UCP provides 10,000-13,000 trips per month to individuals who require specialty transit services. UCP has operational contracts with Alta California Regional Centers and has agreements with the California and Sacramento County Office of Emergency Services.

Yuba and Sutter Counties

Yuba and Sutter Counties are home to two larger cities, Marysville and Yuba City, and two large unincorporated urban communities, Linda and Olivehurst, as well as two small cities, Live Oak and Wheatland, and numerous unincorporated rural areas. There has been abundant development on the city fringes and in outlying rural communities over the last ten years, with a large population of commuters who work in Sacramento, Placer and Yuba Counties and beyond.

Fixed-Route Service

Yuba-Sutter Transit offers six fixed routes serving Yuba City, Marysville, Yuba College, Olivehurst and Linda, and commuter and midday service to downtown Sacramento, including six morning and evening schedules on Highway 99, four morning and evening schedules using Highway 70, and three midday schedules. Local service is generally offered from 6:30 a.m. to 6:30 p.m. Monday – Friday and from 8:30 a.m. to 5:30 p.m. on Saturdays. There is no service on Sundays or major holidays.

Yuba-Sutter Transit also offers three rural route-deviation services providing scheduled access to the Yuba City / Marysville urban area from the cities of Live Oak and Wheatland and selected Yuba County foothill communities. These services offer two or three round trips, three or five days per week.

Demand-Responsive Service

Yuba-Sutter Transit provides Dial-a-Ride service to older adults 65 years of age or older, persons with disabilities, and to the general public in the evenings, within the Yuba City, Marysville, Linda and Olivehurst urban areas. Service is operated from 6:30 a.m. to 9:30 p.m. Monday – Friday and from 8:30 a.m. to 5:30 p.m. on Saturdays. There is no service on Sundays or major holidays.

Supplemental/Human Services Transportation

- The American Cancer Society offers its "Road to Recovery" transportation service to ambulatory cancer patients in Yuba and Sutter Counties for cancer-related appointments.
- PRIDE Industries provides worksite transportation for adult program participants with disabilities within the Yuba City/Marysville urban area and Live Oak utilizing small buses.
- Easter Seals operates two large buses that provide round trip transportation for adults with disabilities to Yuba area Easter Seals programs, M-F. These buses also drive the program participants to various activities, worksites, and appointments during the day.
- Ampla Health operates vans to provide clients with transportation to and from medical appointments in Yuba and Sutter Counties.
- Diamond Care Non-Emergency Medical Transport uses a fleet of twelve vans to transport wheelchair, ambulatory and gurney bound patrons to medical or other essential trips in the Yuba City/Marysville area as well as Oroville and Chico.
- Everyday Friendly Transportation Service uses eight vans to provide non-emergency medical transportation services subsidized by MediCal to medical appointments and dialysis in Yuba and Sutter Counties.

Hilltop Gang is a volunteer driver program that provides transportation to medical appointments for Yuba County foothill communities using private vehicles.

Chapter 3: Needs Assessment

The following chapter outlines the needs for public and human services transportation services and coordination identified as part of this plan. Demographic projections indicate growth in the populations most likely to require public transportation assistance: older adults, persons with disabilities, and low-income households. Stakeholder input also identified issues with existing transportation services that affect mobility and indicated region-wide and county-specific needs for expanded services and coordination.

Older Adult Population Change

Population projections have been developed by the California Department of Finance (DOF). DOF projections are from a regional economic model which makes assumptions about future levels of migration into each county.

According to DOF projections, the number of people aged 75 or older in the Sacramento region, and who are the most likely to need transportation assistance, will increase by more than 318,000 between 2020 and 2060. As shown in **Table 1** below, in each of the six counties, growth for each age cohort is expected to increase as a proportion of the regional total.

Table 1					
DOF PROJECTIONS by County for Age and Age Group as a Percent of Total Population					
County	2020	2030	2040	2050	2060
El Dorado					
Total	191,032	185,434	179,456	168,423	159,660
65+	44,233	57,951	56,046	47,542	44,793
75+	17,781	29,016	36,566	30,997	25,006
% Total Pop 65+	23%	31%	31%	28%	28%
Placer					
Total	405,937	443,936	474,905	490,667	505,925
65+	78,643	108,372	124,710	130,918	144,517
75+	35,256	52,538	71,010	76,673	78,418
% Total Pop 65+	19%	24%	26%	27%	29%
Sacramento					
Total	1,586,796	1,611,309	1,708,461	1,782,519	1,844,098
65+	237,835	305,174	351,007	386,523	413,122
75+	95,490	139,454	187,275	204,149	225,306
% Total Pop 65+	15%	19%	21%	22%	22%

County	2020	2030	2040	2050	2060
Sutter					
Total	99,355	104,005	105,803	104,604	103,147
65+	16,594	19,818	20,351	20,322	22,917
75+	7,511	10,136	11,681	11,568	11,717
% Total Pop 65+	17%	19%	19%	19%	22%
Yolo					
Total	218,184	230,484	240,261	243,409	243,410
65+	29,980	40,536	45,001	44,564	44,485
75+	11,900	19,241	25,379	25,962	24,981
% Total Pop 65+	14%	18%	19%	18%	18%
Yuba					
Total	81,706	87,172	91,389	94,142	96,176
65+	10,555	13,678	14,886	16,474	18,622
75+	4,070	6,238	7,949	8,132	9,330
% Total Pop 65+	13%	16%	16%	17%	19%
Region Total	2,583,010	2,662,340	2,800,275	2,883,764	2,952,416
65+	417,840	545,529	612,001	646,343	688,456
75+	172,008	256,623	339,860	357,481	374,758
% Total Pop 65+	16%	20%	22%	22%	23%

Between 2020 and 2060, the DOF projects those aged 65+ to comprise 73 percent of regional population growth, including two and a half times more people 85 and over. By the year 2060, the six-county region is projected to have 23 percent of the population aged 65 and over. DOF currently projects that the number of older adults will increase both numerically and as a percentage share of the population in each of the six counties over the study period. However, this growth will not be even.

The most dramatic graying percentagewise will continue to occur in outlying counties which presently have lower median ages. According to DOF's data, the percentage of those age 65+ will be greatest in Placer and El Dorado counties, with Sacramento, Yolo, Sutter, Yuba counties, having somewhat more moderate increases in those aged 65+.

Nonetheless, the largest absolute growth will take place in Sacramento County, to over 413,000 residents aged 65+ by 2060. This compares with Placer County with about 144,000, or just over a third of Sacramento County's older adult population, and El Dorado County at about 45,000 aged 65+, or about 11 percent of Sacramento's older population. (Without the Lake Tahoe area, these county projections would be slightly reduced.) Additionally, regional projections are for a drop in the ratio of working age adults to each person 65+ from 5.2 to 1 in 2020 to 3.3 to 1 by 2060.

Persons with Disabilities: Population Change

The U.S. Census Bureau defined a disability in the 2020 Census as a long-lasting physical, mental, or emotional condition. A disabling condition can make it difficult for a person to undertake everyday activities such as walking, climbing stairs, dressing, bathing, learning, or remembering, and can prevent a person from being able to go outside the home alone, to travel independently, or to work at a job or business.

In the 2018 Sacramento Regional Transportation Study, respondents were asked if they had a disability that limited their ability to go outside their home. Overall, 5% of people who responded reported a disability that limited their mobility. As was expected, the average number of personal trips made by persons with a disability (1)² was lower compared to persons without a disability (3.8).²

A "severely disabled" custom category has been created by SACOG that consists of only those persons whose disabilities make self-care and independent living more difficult. This custom category was created to more accurately represent the population who require some type of assistance, are frequently reliant on public transportation, and would most likely be dependent on demand-responsive or human services transportation.

Table A "Severely disabled population in 2021 with projections to 2060" in the Appendix provides projections of this "severely disabled" population in increments from 2021-2060. In the absence of more certainty on future disability rates, county-level disability rates have been held constant at 2021 estimated levels to try to account for potential offsetting increases and decreases for different age

² SACOG, Sacramento Regional Transportation Study, 2018.

groups. The 2021 disability rate was applied to DOF county projections to project out the population with severe disabilities at the end of each increment.

What is striking is that the “severely disabled” population is projected to increase by 13.5% between the year 2021 and 2060, to just under 210,000 people in the region due to overall population growth. Those currently aged 34-54, a group that according to studies may be showing higher disability rates, will be ages 55-75 by 2040 and 75 and over by 2060.

In a majority of counties, the percentage of severely disabled among those aged 65+ exceeded the percentage of severely disabled aged 18-64. The overall prevalence of disability in the region can be seen on Map 15 in the Appendix.

Location of Population Growth

Dispersion of the older adult population has occurred in the Sacramento region. Over the 40-year period from 2020-2060, Census data and estimates show that, as the population spread out from central Sacramento, so did a portion of the older adult population. Maps 1 through 9 in the Appendix illustrate that outlying counties have had increasingly larger concentrations of older adults living in areas that are suburban, semi-rural and rural. Suburban differences are notable in the Sacramento region. Growth in the older population cohorts has been increasing in newer outlying suburbs, such as El Dorado Hills, that have few public transit options and rely extensively on autos for transportation.

A portion of the growth in the population age 65 and older will continue to occur in newer suburban areas in the outlying SACOG counties that currently have only basic or no access to transit services. More urbanized Sacramento County is also projected to have a large number of older adult residents. Based on CA Department of Motor Vehicles (DMV) data, only 65 percent of those 75 years of age or older in the SACOG region had driver licenses. Placer and El Dorado counties have the highest proportions of older adult drivers with 72-73 percent respectively.

Lower Income Population

A portion of older adults are also low-income, with limited resources to pay for transportation or other services. Table B in the Appendix identifies low-income older adults by age group. Regionwide in 2021, about 9% of those 65+ fell below the federal poverty line. Sacramento, Sutter, and Yolo counties had the highest percentage of low-income older adults 65 and older, while El Dorado County had the lowest.

A portion of the working-age population with disabilities also faces limited income. Table C in the appendix shows that approximately 310,000 people fall below the federal poverty line in the region. About 185,000 of the region's adult population, or 7.2%, are severely disabled. Of the disabled population that is in poverty, 63% are working age (18-64) compared with 30% who are 65+. Specific income data is not available to refine this analysis further for those in SACOG's "custom category" with severe disabilities.

Table D shows that the proportion of the working age population in the region was below the federal poverty line in 2021 was between 4 to 13 percent. This group is more likely to be transit reliant to get to work and training opportunities. According to the 2021 Census estimates regionally 1.9% of owner-

occupied households have no vehicle available, and 11.4% of renter occupied households have no vehicle available to them. These data appear to show some correlation between vehicle ownership and poverty with households of people who rent having significantly less availability of personal vehicles than those households headed by a homeowner. In total, just under 92,600 households or 10% do not have a vehicle available to get to necessary destinations such as work, grocery shopping, medical appointments, etc. Household vehicle availability throughout the region is shown on Map 16 in the Appendix.

Poverty is an issue throughout the SACOG region. Many may think of the urban areas of the region as having the highest levels of poverty. In fact, a much larger proportion of the population affected by poverty is in the suburban and rural areas of the region as can be seen in Maps 10 through 14 in the Appendix. This illustrates the need for access to reliable, affordable and relatively convenient public transportation throughout the SACOG region. As the federal poverty line is seen by many as extremely low, the maps may understate the population of those who have difficulty affording transportation services.

Even assuming disability rates remain constant, sheer population growth, especially among older adult age cohorts, suggests a significant increase in the population eligible for demand-responsive services. In 2021, approximately 7.2% of the total regional adult population qualified, and with many demand-responsive systems serving older adults over a specified age regardless of disability, by 2060 that percentage is likely to increase even more.

Consideration needs to be given to how to identify and target older adults, lower income persons and persons with disabilities who have the fewest resources for transportation support. More data will also be needed to project the need for ADA/special transportation services for those with severe disabilities among working-age and older adult populations.

Common Destinations

The following are common destinations identified by stakeholders across the region:

Medical Services

- Kaiser Permanente facilities in Elk Grove, Folsom, Sacramento (Downtown, Morse Ave., Point West, South Sacramento), Roseville (Riverside, Eureka Rd., Park Lane Pharmacy), and Lincoln
- UCD Medical Center in Sacramento and UC Davis clinics
- Sutter and Dignity medical facilities/Mather Veterans Administration hospital
- County health clinics
- County/outpatient mental health clinics
- Other local hospitals and clinics (e.g., Auburn Faith, Dewitt Clinic, Woodland Memorial, MedClinics, WellSpace Health Centers, Sacramento Native American Health Centers, and urgent care clinics)
- Medical complexes/doctor's offices surrounding hospitals

- Dialysis centers
- Specialized services like wheelchair repair centers in Sacramento, Roseville, and West Sacramento
- Adult day health care

Education/Employment

- Services/centers for people with various disabilities – e.g., programs for blind/visually impaired, deaf/hearing impaired, those with developmental disabilities, independent living programs, disability training programs, adult day programs
- One-stop centers
- CalWORKS
- Employment Development Department
- Department of Rehabilitation
- Adult education programs
- Colleges and universities
- Access to school buses

Government Services

- Federal, state, county offices
- Social Security offices
- Public libraries
- Legal services
- County Social Services
- Post Office

Shopping/Errands

- Grocery stores
- Drug stores and pharmacies
- Big box stores like Wal-Mart, Target, Home Depot
- Downtown areas
- Shopping malls – traditional and outlets

- Banks
- Pet stores/veterinary clinics

Social/Recreational Opportunities

- Senior centers
- Religious congregations
- Movie and other theaters
- Gyms/athletic clubs
- Community pools
- Community centers
- Entertainment/Sports arenas
- Nature centers/lakes/parks/rivers/trails
- Fairs and special community events

Connections for Longer Distance Travel

- Sacramento International Airport
- Amtrak stations
- Greyhound bus stations
- Other intercity bus services (ex. Megabus, Flixbus, etc.)

Unmet Needs and Gaps

Stakeholders have identified a variety of gaps and issues with existing transportation services that limit mobility on the part of older adults, persons with disabilities, and those with low incomes.

Non-Emergency Medical Transportation

Reaching medical appointments was considered one of the greatest unmet needs for those who must rely on public transit or demand-responsive services. Issues identified with existing transportation services include:

- Those needing to reach medical facilities in another city or county can encounter difficulties trying to cross geographic boundaries, especially where eligibility requirements may differ.
- Most demand-responsive services require advance reservations, making it difficult to reach a doctor for a same-day appointment because of an illness or emergency.
- It is hard to predict how long a medical appointment will last, so it is difficult to schedule a timely pick-up.

- Waits for pick-up can be long and generally difficult for someone in ill health.
- Transit agency demand-responsive programs, most of which are curb-to-curb, require clients to wait outside for a pick-up, and if they are late, it can be a particular hardship for someone who is frail or ill, especially in hot, cold, or wet weather.
- Microtransit services can be an option, but with frequent long wait times and some requirements to walk to the nearest pick-up location they can be challenging for those with mobility issues or ill health.
- Some people are too frail to utilize curb-to-curb service and require greater assistance to and from the vehicle.
- Older adults with dementia can be too confused to successfully reach an appointment without escort
- Van transportation itself can exacerbate certain medical conditions.
- Demand for demand-responsive services, especially by dialysis clients, keeps growing, decreasing capacity for other users.
- Schedules are not always coordinated between agencies on route connections to reach medical centers.
- TNCs can be an option for those that have access to the technology necessary to request a ride and can afford these more expensive services. These services are generally not accessible to disabled persons that use mobility devices like wheelchairs and scooters, and frequently refuse rides to those with service animals.

For those able to access the initial route in their home community, in some cases intercity travel options are very good, with agencies providing direct service without transfers or waiting. These included: both Auburn and Lincoln to the Roseville Galleria, Lincoln to Roseville Kaiser, and El Dorado to Folsom Kaiser and Folsom Lake College.

Unfortunately, many other trips are not easy for transit-dependent patients, requiring long trips, significant wait times and multiple transfers. For example, consulting transit agency websites for current routes and schedules:

- For someone trying to reach Kaiser Roseville from Auburn, the trip requires up to 2 hours and 3 transfers with 20-30 minutes of walking required.
- Elk Grove to Kaiser South takes 1-1.5 hours with at least two transfers. Elk Grove to the Elk Grove Promenade Medical Center takes up to 1 hour with one transfer.
- Yuba City to Kaiser Morse takes up to 2 hours and a minimum of 2 transfers, with half the time spent waiting for transfers and is only available Monday through Friday.
- Outside of Tuesdays and Thursdays when SAC-MED is available, depending on the time of day, traveling from El Dorado County to Mercy Folsom can take up to 2 hours and up to two transfers, with a potential 30-minute wait for the transfer.

- Davis to Kaiser South takes 2 hours and at least two transfers, with almost one third of the time spent waiting.
- Auburn to Pride Industries in Roseville is difficult trip on public transit – routing can take up to 2.5 hours, three transfers, and at least 30 minutes of walking.

These findings bear out the difficulties reported by stakeholders with travel across city/county boundaries, even to key destinations.

Demand-Responsive and Microtransit Service

Concerns extended to demand-responsive service generally. Stakeholders identified the following as issues with Paratransit/Dial-a-Ride systems region wide that inhibit mobility:

- Requirements for advance scheduling
- Insufficient service in terms of hours, days of week, capacity, and geographic areas served
- Long waits for pick-ups
- Difficulty of intercity connections that include forced transfers
- Curb-to-curb service that is insufficient for those who need additional help to/from the vehicle or to carry packages.
- Free or low-cost demand responsive services.

Where public microtransit services are available they appear to be in high demand. Stakeholders identified the following issues with microtransit services where available:

- Long wait times, especially during peak travel periods, and the need to walk to pick-up locations as most services are corner-to-corner.
- Lack of reliability for trips to/from school, medical appointments, grocery shopping, etc.
- Service zones and timing that do not allow easy transfers to fixed route services.
- Not enough vehicles to meet increased demand when microtransit service is used to replace previously operated fixed routes.
- Insufficient days of service with most microtransit only available Monday through Friday with more limited hours than fixed route services.
- More service for those areas lacking any transit services, especially areas with larger populations of older adults, those with disabilities, and with lower incomes, and connecting them to existing fixed route services.

Fixed-Route Transit

For older adults, persons with disabilities, and low-income families who can or do use fixed-route transit, besides the concerns raised above, stakeholders across the region also identified these issues:

- Insufficient service, especially midday, evenings, weekends, holidays, and in more far-flung suburban and rural areas.
- Lack of fixed-route transit near where people live, go to school, and work and serving their destinations.
- Ride times that are long, especially if there is a need to transfer.
- Bus stops that are far from destinations and/or have poor accessibility.
- Lack of direct, low cost/free routes between college, community college campuses, satellite campuses and nearby amenities (parks, shopping centers, services).
- Cost, especially where transfers require an additional fare to be paid.
- Drivers not following rules and training concerning riders who are older adults or have disabilities.
- Insufficient transit information reaching the public.
- Lack of system integration across the geographic boundaries of providers, resulting in poor timing and schedule coordination, difficulty for riders to connect for intercity travel, and/or requiring multiple transfers.
- Zero emission vehicle fleets are needed to improve air quality.
- Free transit service is needed for those accessing essential services.

Maps 10-14 developed by SACOG (see Appendix) show current transit services overlaid on areas in the SACOG region that are more heavily populated by households with lower incomes. Certain locations in the region appear to have sections that are less well served by transit, despite the concentration of lower income families. This kind of mapping can be a useful tool for identifying and planning transit services for areas that are potentially underserved.

County Issues

County-specific issues were also identified through outreach and unmet transit needs hearings, as listed below:

El Dorado County

- Many people live outside the Dial-a-Ride boundary and so do not qualify for service.
- Taxi service and TNC rides are expensive.
- There are no supplementary volunteer programs.
- Dial-a-Ride subscription service is full with a waiting list, making it hard for working people to rely on the service as it is first-come, first-served for those without a subscription.

Placer County

- Intercity travel is difficult from Auburn, Lincoln and other outlying towns to Roseville for jobs, shopping, programs such as PRIDE, and medical services, and across county lines to destinations in Sacramento County.
- Small print size is difficult to read in transit information
- There are limits on shopping bags/packages
- Sun City older adult communities in Roseville or Lincoln do not provide transportation services for residents who, as they age, are no longer able to drive, relying instead on resident volunteers. Most volunteer-provided services cannot transport people who use wheelchairs because of issues with disabled users' limited ability to transfer from a wheelchair to a vehicle.
- Clients with similar profiles may or may not qualify for transportation services because of eligibility requirements.
- Some contracting agencies don't permit CTSAs to carry other programs' clients even when going to the same destination.
- Placer County Transit schedules do not necessarily coordinate with the light rail schedule at Watt/I-80.
- Need for service that can come to an older adult's home that offers same day service/flexibility especially for medical appointments.
- Mobility issues make using fixed route transit challenging in particular when transfers are required.
- Go South Placer "one-stop" call center and app needs more marketing/publicity.
- Granite Bay Community Dial-a-Ride only serves Granite Bay making other older adult/social activities available nearby hard to access due to multiple transfers.
- Publicize the availability of Roseville Transit ambassador/mentor and travel training programs to encourage more use of public transit.
- Dial-a-Ride and paratransit services need to operate across jurisdictional boundaries.
- More marketing of fixed route and specialized public transit services.
- More travel training assistance is needed to increase familiarity with bus routes and light rail services to assist residents with decreasing reliance on the use of single occupancy vehicles.

Sacramento County

- Transfers are sometimes across the street and/or very tight, and if a bus is missed there can be a long wait for the next one given infrequent schedules for most routes (30 minutes or more).
- Riders may not know to ask drivers to communicate when there is a potential to miss a key transfer.

- Older adults have fears of getting lost, of safety at transit stops, and of using transit at hours when many teenagers are present.
- Bus drivers are unable to enforce priority seating for elderly and disabled persons.
- Incorrect information is sometimes provided by customer service agents.
- There is a lack of notice about stop location changes, route diversions, closures, road construction barriers, and the like. Social media and online notifications are only helpful to those who use those tools and/or have a smartphone.
- No system or Transportation Management Association is available to help organize accessible taxi services or shuttles in neighborhoods.
- Individuals are sometimes denied a ride on paratransit due to lack of next-day or same-day space.
- Many fixed route services that service outlying areas end too early.
- Better communication is needed between transit operators to provide smoother transfers.
- Make transit stops welcoming, clean, and comfortable so those new to transit or transitioning from driving more at ease using public transit.
- Require TNCs, along with all taxi companies, have accessible vehicles available that can accommodate wheelchairs.
- Create better public awareness of the advantages of public transit by having more "try transit" commute challenges and events with policy makers using transit.
- Consider a payroll-based fee to support public transportation services.
- Specialized services need to be available on demand and offer door-to-door assistance without the need for advanced scheduling.
- Increase space on transit vehicles for mobility devices.
- Low cost/free transit during low usage times to increase ridership and offer incentive for potential riders.
- Bring back the older adult lifetime transit pass for older adults 75 years of age and older.
- Microtransit services need to be more reliable with shorter wait times, ease of transfer to fixed routes, and operate seven days per week.
- More affordable public transportation.
- Decrease times between bus route runs and for transfers between routes.
- More amenities at bus stops i.e. lighting, covers, benches, etc.

Yolo County

- There is an insufficient amount of mobility training for passengers who could be encouraged to use fixed route buses instead of demand-responsive service.
- Dial-a-Ride vehicles are insufficient at peak travel times.
- There is inadequate gap service for wheelchair users and in smaller communities, especially for emergencies and unplanned situations.
- Need more accessible taxis.
- Insufficient service/span of service is available for low-income residents of the Yolo housing authority development in Winters to reach employment within and outside Yolo County.
- Drivers do not always communicate sufficiently with blind/visually impaired clients that have arrived or that bus is full.
- Have DMV go out to groups focused on issues around aging and disability to share information on restricted driver licenses and other transportation options.
- Make sure fixed route transit stops/routes are in accessible locations, are well lit, and safe.
- Further expand microtransit to give older adults and those with disabilities more transportation options and better access to fixed route transit.
- Public transit operators coordinate more with cities and counties on how to assist homeless individuals with transportation.
- Free transit passes for older adults when they must stop driving.
- More significantly discounted transit services for older adults, disabled persons, and those with low incomes.
- More complete streets to improve access to transit services.
- Make sure that microtransit vehicles are equally equipped for accessibility (ADA).
- Do not run microtransit where productive fixed route transit currently runs.
- Better fixed route and demand response access to essential services with fewer transfers and shorter wait times, especially for those in rural areas.
- More affordable transit services for all transit types of transit (fixed route, demand response, and microtransit).
- Increase availability of non-emergency medical transportation.
- Direct or nearby (1/4 mile or less) transit access is needed at homeless shelters located in Yolo County and cities within.

Yuba and Sutter Counties

- There is no fixed-route service on Sundays or holidays

- Some buses still have steep steps that can be hard to climb.
- There is insufficient information and training on using the transit system.
- There are some who live outside the Dial-a-Ride boundary in Sutter and Yuba counties and so do not qualify for service.
- It can cost \$40-50 to use taxi service and TNCs are not readily available.

Chapter 4: Strategies and/or activities to address identified gaps and achieve efficiencies in service delivery

Coordination

Regionally, SACOG administers the 511 system (www.sacregion511.org), a clearinghouse for transportation information in the six-county SACOG region. The 511 website, phone system, and smart phone application allow users to obtain information on transportation within the region, as well as travel information from the adjoining regions (San Francisco Bay Area, etc.). The region has helped a majority of the fixed route transit operators, including those that operate microtransit service, get their service information into the Google automated transit trip planning system, which allows users to plan trips and receive itineraries, whether for short neighborhood trips or long regional trips from county to county.

The SACOG regional transit operators coordinate their services in a variety of ways. A majority of the fixed route transit providers operate inter-jurisdictional trips for commute purposes, as well as for everyday travel needs of their customers. Some of the region's operators have multi-agency information centers, with some also including dispatching and scheduling for demand responsive services. Some of the transit providers also share their maintenance facilities with other smaller, not-for-profit and specialized transportation providers.

The SACOG Transit Coordinating Committee (TCC) brings together area transit operators and human service/non-profit transportation providers to coordinate their operations, capital, and maintenance functions. The TCC coordinates transit studies and systems on a regional basis, disseminates federal, state and local transit information, reviews and comments on the MTP/SCS and the MTIP, gives input into SACOG's Overall Work Program, and provides a forum for the region's transit operators to discuss transit plans and issues. TCC members come together each year to program funds for their systems' operations and maintenance needs, as well as for capital bus replacement and expansion.

Current and Future Efforts to Improve Coordination

SACOG, in partnership with the region's fixed route transit operators, has implemented an automated trip planning (ATP) system using the Google Transit tool. The Google Transit tool allows transit riders to plan regional trips using multiple operators. The itinerary provided by the Google Transit tool includes approximate walking distances, transit travel times, and fares. The ATP is linked to the Sacramento Region 511 traveler information system that SACOG administers.

One of the main issues that stakeholders conveyed was the difficulty in making cross-jurisdictional trips. Many of these trips were for medical appointments. The Placer County Transportation Planning Agency (PCTPA) initiated a study on coordination and/or consolidation of the various demand-responsive services offered in Placer County, as a majority of the transit operators now provide some form of demand-responsive transit service of their own and a CTSA operates there as well. This study

resulted in the creation of the Western Placer CTSA, which now works with non-profit organizations that provide demand-responsive services and non-emergency medical transportation to residents that aren't served by the existing fixed route transit operators' demand-responsive services.

SACOG completed implementation with a majority of the region's transit operators of a single fare medium called the Connect Card. A majority of the fixed route transit operators in the SACOG region are participating in the Connect Card. In the future, demand-response operators may also participate in the Connect Card, and the technology could also be expanded to allow the use of smart phones for payment in addition to the Connect Card. The Connect Card increases the ability for seamless travel on the regional transit network and facilitates multi-jurisdictional transit trips. SACOG is currently working with the region's transit operators in partnership with the State of California to implement the California Integrated Travel Project (Cal-ITP). Cal-ITP is endeavoring to make traveling by bus and train simpler and more cost-effective for providers and customers. The Cal-ITP is assisting groups of regional transit providers in purchasing open-loop payment acceptance devices and software to allow the operator to offer contactless fare payment to riders using their phones, debit or credit cards in addition to universal fare cards that may exist. This is part of the effort to make transit more seamless for riders, especially those that make multi-jurisdictional trips.

In 2022 SACOG began work on a Regional Transit Network Study. This effort is a first step in implementation of the Next Generation Transit Strategies and focuses on developing a regional transit network that improves transit travel speed and near-term infrastructure improvements to support high-capacity transit services to assist our regional transit operators in their post COVID-19 pandemic recovery. This effort also includes employer and employee surveying on Return to Work and Transit policies and implementation. Planning for the future is a critical piece of recovery for transit in our region and helps define what our transit systems will be working towards and implementing as we move through pandemic recovery.

In 2021 the SACOG Board of Directors voted unanimously to approve the region's Next Generation Transit Strategy. The strategy reimagines public transportation and provides a vision for the future of mobility that emphasizes moving people, not just moving buses and trains. By improving speed, inter-regional connections, technology, and the rider experience, the region can meet its greenhouse gas reduction targets, reduce traffic in the region, and expand mobility for disadvantaged communities. Goals for the Next Generation Transit Strategy include: making transit fast and reliable; equitable by reducing disparities in travel time and cost; providing more travel options for disadvantaged communities; improving transit access to employment centers and destinations; make transit user friendly, seamless and safe for all users; better interconnected service; transit services that is cost-effective and financially sustainable with adequate and consistent funding; and climate smart transit that helps the region meeting or exceeding targets for renewable energy and emissions.

Even before the COVID-19 pandemic, the regional transit system has been challenged with declines in ridership and funding. The Next Generation Transit Strategy provides a framework for transit operators and jurisdictions to address these challenges. Informed by a policy advisory committee, technical advisory committee, and stakeholders, as well as feedback from the SACOG Board of Directors, the strategy addresses how to build a transit system that provides a seamless user experience, expand funding and service frequency, and reduce mobility disparities. Implementation of the strategy will be driven by SACOG and will require continued partnership and support.

In 2020, the SACOG Board formed the Race, Equity, Inclusion working group in the effort to give the full board a shared understanding of how racial equity is related to SACOG's work, and that any statement the agency made needed to be followed with thoughtful, impactful action. The REI working group of 2020 focused on near-term opportunities to explore the role of racial equity in SACOG's work. The working group gave input and endorsement to establish a community-based equity planning grant program in SACOG's biannual funding round, which was under development in 2020. The working group also engaged a racial equity consultant to conduct a racial equity audit of SACOG. At the end of 2020, in response to a racial equity audit of SACOG, the SACOG Board committed to exploring how SACOG, as a metropolitan planning organization and council of governments, could advance racial equity in its work. As an outcome of the audit review, the board formed and charged the 2021 Race, Equity, and Inclusion Working Group to serve as a forum to discuss and make recommendations to the Policy and Innovation Committee of the SACOG Board on issues related to race, equity, and inclusion. The 2021 working group was intentionally formed with public members who have expertise in the field of racial equity and public policy to bring their perspective to the working group's discussions and recommendations.

A primary action of this 2021 working group was the development of a racial equity statement of change and commitment. This statement will be the foundation for SACOG's racial equity work in the years ahead. Adoption of the statement will kick off development of a Racial Equity Action Plan, which this working group will have a strong hand in guiding and shaping over the coming months.

In February 2022 the SACOG Board adopted the SACOG Racial Equity Statement of Change and Commitment. The statement describes SACOG's commitment to advancing racial equity in order to build a thriving economy and healthy environment for all residents of the Sacramento region, especially for Black communities, indigenous communities, Asian American and Pacific Islander communities, the LGBTQ+ community, and all people of color and others that have been historically disenfranchised and excluded. While also recognizing that as a government entity, SACOG has perpetuated and sustained these long-standing policies and programs that have resulted in significant racial disparities in transportation, housing, and land use in the region. SACOG has an obligation to reduce these inequities through our work to ensure that safe, healthy, accessible, and inclusive opportunities are available to all residents of the six-county region.

As part of the Statement SACOG will commit to work toward a just and equitable region that addresses the historic wrongs and where outcomes for all groups are improved, SACOG commits to:

- LISTEN and LEARN: Work to build and strengthen relationships with organizations representing historically marginalized communities in both urban and rural areas, to integrate their perspectives and priorities, and to give voice to these communities.
- PLAN: Develop a racial equity action plan for SACOG's programs and operations, that includes measurable activities, and regularly review the plan to ensure the integration of policies, procedures and programs to advance racial equity.
- SUPPORT: Provide continuous support to our member and partner agencies to integrate the agency's racial equity action into local plans, build and strengthen relationships with community-

based organizations, non-profits, advocacy organizations, and other equity experts and practitioners.

- ACT: Continue to build the capacity of the SACOG staff and board to fully implement SACOG's racial equity action plan, and carefully consider how our decision-making processes address historic inequities in transportation and housing.
- MEASURE: Establish, regularly monitor, and report publicly on 1) regional equity indicators associated with housing, transportation, and economic opportunity; 2) organizational equity indicators of employee and stakeholder (community members, public agencies, non-governmental partners) experience of existing policies, practices, and procedures; and 3) indicators of authentic project sponsor engagement in the planning and design of regionally significant projects.

In October 2022 the SACOG Board adopted the agency's Race Equity Action Plan (REAP). The goals and objectives in this plan establish initial priorities for what SACOG can do to implement the [statement of change and commitment](#) which the board adopted in February 2022. The board is responsible for adopting the goals and objectives of this plan. The Race, Equity, Inclusion Working Group will oversee implementation of the plan and make recommendations to the SACOG board, based on review of plan progress reports, of any changes to the plan to increase its effectiveness.

SACOG's executive director and management team are responsible for implementing this plan. The objectives of this plan are designed with a cycle of planning, implementation, and evaluation. As staff carry out the objectives, there may be the need to revisit goals, objectives, and actions. Changes to implementing actions will be made through consultation with the lead staff for that action and the management team. At least quarterly, SACOG's management team will take an agency-wide look at this plan: what resources are needed to carry out the identified actions, how it interacts with other planned work, and whether changes are needed based on evaluation. These internal assessments will feed into information shared with the board. As needed, staff will propose to the board modifying goals and objectives.

Operation Goals

- Operations Goal 1: Establish an inclusive workplace where all current and future employees feel they belong.
- Operations Goal 2: Identify, attract, invest in, and retain a workforce that reflects the diversity of the Sacramento region by providing equitable access to opportunities.
- Operations Goal 3: Reduce barriers to SACOG procurement and contracting process to create more opportunity for Black, Indigenous, Asian, Pacific Islander, Hispanic/Latino, and communities of color, along with low-income rural, urban, and other underrepresented communities.

Program Goals

- Programs Goal 1: Increase engagement with community representatives of Black, Indigenous, Asian, Pacific Islander, Hispanic/Latino, and communities of color, along with low-income

rural, urban, and other underrepresented communities to help shape SACOG's projects and programs.

- Programs Goal 2: Increase funding for programs and projects that prioritize REI and/or specifically engage underrepresented and underserved communities in the SACOG region.
- Programs Goal 3: SACOG supports and learns from member and local partner agencies incorporating racial equity best practices into their planning work.

Board Practice Goals

- Board Practices Goal 1: The SACOG board deepens its understanding of how race/ethnicity, income, and geography (rural/urban) affects the social outcomes of communities throughout the Sacramento region.
- Board Practices Goal 2: The SACOG board includes racial equity impacts in its triple bottom line decisions.
- Board Practices Goal 3: The Board maintains consistent engagement with racial equity action plan implementation process.

In 2019 SACOG released "Filling the Gap – A Guide to Volunteer Transportation Programs." This guide assessed opportunities for alternatives and improvements to existing public transportation services for older adults, persons with disabilities, and low-income residents in more rural communities in El Dorado, Sutter, and Yuba Counties, where fixed-route and demand response transit may be more limited, and service is costly to provide. It explored the use of volunteers to expand community transportation options. The goal of the guide is to help and encourage more communities to consider developing volunteer transportation programs to fill the gaps in the existing transportation systems and synthesized a range of information on volunteer transportation programs.

For 2018 SACOG released a Regional Transportation Study based on a regional household travel survey. The study collected a rich set of demographic and travel behavior data from a representative set of households in the six-county SACOG planning area. The study used innovative and representative sampling methods to provide a quality dataset, decreasing the nonresponse bias from low-income households and roughly doubling the number of TNC users. The study also used innovative data collection methods, leveraging smartphones to capture most travel data, resulting in higher and more accurate trip rates and more precise trip times, distances and person-miles traveled.

The study report summarized responses, focusing on evaluating the success of the sample plan and providing descriptive statistics for key questions in the survey and key travel behaviors from the travel diaries. Future work at SACOG will focus on incorporating this dataset into regional travel modeling, analysis, and planning.

In 2017 SACOG completed the Senior Transportation & Age Friendly Communities Study. The Study explored the current and projected changes in the age spectrum of the SACOG region's population, and the implications for transportation, housing and community supports that can contribute to the health and quality of life of the region's residents across the age spectrum. SACOG reviewed the demographics of the region, current transportation services, what agencies and regions are doing across the country to meet older adult needs and preferences, and identified potential strategies for future research, pilot programs and action/implementation.

SACOG also worked to identify environmental justice issues throughout the region with the Lifeline Transit Study (2011). These issues include lack of transit services to certain areas where populations of lower income persons are high, as well as transit challenges faced by older adults who live in suburban 'older adult communities' that have limited or no access to public transportation. SACOG brought together representative stakeholders to give their input on environmental justice related transportation problems that they and those in their communities face.

SACOG sees Public Transit and Human Services Transportation Coordination as an on-going process, to be considered on a regular basis. SACOG will continue to make use of the existing Social Service Transportation Advisory Councils (SSTAC) that advise the SACOG board on the state-required Unmet Transit Needs process to give input on Coordinated Transit/Human Services Transportation issues. The SSTACs are made up of potential transit users who are 60 years of age or older; physically disabled; low income; social service providers for older adults, including a transportation provider; social service providers for persons of limited means; social service providers for people with disabilities; and representatives of the CTSA (Consolidated Transportation Services Agency), including a transit operator(s).

Recommendations for Additional Coordination Efforts and Improvements

Many recommendations emerged from stakeholder outreach. Recommendations follow particularly for efforts to improve coordination and community partnerships, and for innovative and/or low-cost efforts by transit agencies, human service transportation providers, local governments, community-based organizations, and others to improve mobility for older adults and persons with disabilities and/or low-incomes.

Planning and Funding

1. Work with SACOG on funding resources to expand the availability of fixed route, demand response, on demand, and shuttle services.
2. Incorporate issues and recommendations raised in this Plan and other related study efforts into local transit operator studies, such as Short-Range Transit Plans and longer term Comprehensive Operational Analyses
3. Continue to coordinate with SACOG and the county human services departments on mapping that overlays current transit routes with lower income and environmental justice communities, and review transit routes and frequencies of service in those areas for service revisions/ expansions to better meet local needs. SACOG has also made available to our regional transit operators the REMIX transit planning software tool that helps operators visualize, analyze, and design transportation options for the communities they serve including demographic and other data from different sources, supports rapid creation of transit service scenarios, and facilitates collaboration with stakeholders.

Fixed-Route Transit Connections and Service

1. Review and consider schedule revisions to improve fixed-route connections across geographic boundaries to key destinations, such as major medical facilities.
2. Encourage transit agencies routinely provide notice to other transit providers in the region of service cuts, revisions, route changes or expansions under consideration, so that impacts on intercity connections can be considered up front in the planning process on the part of all affected agencies.
3. Seek funding support for local shuttle services from retailers and medical providers, in partnership with transit agencies and/or social service providers. Work with large medical facilities, dialysis clinics, local governments, transportation management associations, and/or community-based organizations on public/private partnerships to provide transportation services to medical appointments and/or major retail centers. Work with businesses to provide discounts/incentives to use public transit.

Transit Stops

1. Develop community partnerships to implement safety improvements at key bus stops and light rail stations. Sacramento Regional Transit has already begun working with city/county law enforcement, the business community, educational institutions, and others on light rail station safety improvements. Continue and expand such efforts.
2. Work with local governments to increase crossing times at key intersections using federal guidelines for the pace of older and disabled persons and improve intersections and sidewalks for safe travel to and from key transit stops. Work with local governments and property owners/managers on accessible paths of travel through large parking lots at key destinations.
3. Develop volunteer bus stop audit teams composed largely of older adults and/or persons with disabilities to audit conditions at stops and stations. Develop an Adopt-a-Stop or bus stop enhancement program to encourage private and nonprofit organizations to help maintain and beautify bus stops and add amenities.

Demand-Responsive Service

1. Seek funding to offer more door-to-door assistance.
2. Improve coordination between demand-responsive service providers, and seamlessness of the system for the user, regardless of which program a client is eligible for, e.g., a one-stop application form or call-in system even if the user is being served by multiple carriers.
3. Review opportunities with other demand-responsive and nonprofit providers to utilize existing vehicles for multiple program clients, possibly with assistance from SACOG's Social Services Transportation Advisory Councils. The State's Mobility Action Program will also be looking at program and funding requirements that limit transportation systems' efficient use of vehicles in serving clients across different programs.

4. Work with facilities and local governments to obtain priority parking for Dial-a-Ride vehicles at common destinations.
5. Work with hospitals and clinics to offer on-site escort services for patients using curb-to-curb transportation services but needing more assistance to reach doctor's offices.
6. Encourage more agencies and organizations to pilot innovative services like on-demand or microtransit services to more effectively serve riders and connect them to fixed route transit.

Information and Training

1. Improve passenger notice on changes to routes, stops, construction delays, Dial-a-Ride pick-up changes, etc.
2. Increase and reinforce driver training concerning rules and practices for transporting older adults and persons with various forms of disability.
3. Educate more people about the complex issues around aging and mobility. Better publicize the effects of housing choices on older adult and disabled mobility, and the public and personal costs of individual choices to locate away from transportation and other services. Develop partnerships with Realtors®, visitors' bureaus, and other sources of information for those seeking housing in an area to help inform potential older adult and disabled buyers and renters and their families of transportation and other services that are or are not available in the area, to encourage more informed choices.
4. Increase outreach and education on alternatives to driving and availability of mobility training programs. Increase publicity on public transit services. Improve the readability of transit schedules, including producing large print versions. Publicize the availability of ride-sharing and matching programs. Market volunteer driver programs.
5. Establish mobility training programs in all jurisdictions to make transit and alternatives to driving more accessible and user-friendly to older adults and persons with disabilities, including those who may never have utilized it before. Develop transit ambassador/buddy programs to provide personal assistance to older adults and persons with disabilities who are learning to use fixed-route transit.
6. Partner with blindness organizations to expand and promote cane travel training for people who are blind/visually impaired in independent mobility and how to access fixed-route transit.

Local Government Policies

1. Work with local governments on policies requiring developers to pay for bus shelters and transit stop amenities.
2. Work with local governments to require developers of "active" older adult communities to provide transportation or to contribute funds to mitigate the costs of local transportation services that will be needed as residents age, through development agreements, developer fees, or other mechanisms.

New Programs

1. Collaborate on a program of "transit scrip" to enable older adults and low-income persons with disabilities to reach fixed-route transit services via a connection by taxi, volunteer driver, community organization, or TNC. Work with CBOs to become scrip recipients for services and/or distribution mechanisms to populations needing the most financial assistance for transportation connections.
2. Catalyze shared driver cooperatives, in which a full-time driver provides service to a regular group of older adults and/or persons with disabilities who share the monthly cost of the driver and receive personalized transportation service when desired.
3. Increase availability of regulated, accessible, subsidized local and intercity taxi services.
4. Encourage TNCs to make ADA accessible vehicles part of their fleet.
5. Establish a community-coordinated volunteer driver program.
6. Leverage TNCs by subsidizing rides, including rides outside the TNCs that are ADA accessible.

The following are also specific strategies and activities, sorted by cost, that were recommended in each county to improve mobility for low-income populations, older adults, and those with disabilities.

El Dorado County

Lower Cost Strategies/Activities

- Strengthen design review to enable better transit access in new developments.
- Offer increased information on transit options.
- Provide assistance with climbing bus stairs if "kneeling" buses are not physically feasible for certain areas.
- Provide more mobility training on using fixed route transit and alternatives to driving.

Higher-cost options

- Improve pedestrian crossings, especially near Prospector Plaza and at Highway 50 and Spring Street.
- Provide community shuttles or microtransit zones to connect riders to bus stops on fixed routes.
- Develop a community-coordinated volunteer program to fill transportation gaps.
- Expand demand-responsive service.
- Expand the Senior Center Shuttle's service area.

Placer County

Lower Cost Strategies/Activities

- Improve coordination of local fixed-route services.
- Improve transit stops.
- Improve Dial-a-Ride dispatching to ensure correct and timely pick-ups at home and destinations.
- Increase driver sensitivity training.
- Make more available information on alternatives to driving through the DMV, community locations and the media.

Higher-cost options

- Develop more shuttle services: within shopping centers, to medical centers and other key services, and to special/community events from older adult residences.
- Increase door-to-door assistance.
- Increase availability of accessible, subsidized, local and intercity taxi services.
- Expand on-demand or microtransit services.

Sacramento County

Lower Cost Strategies/Activities

- Include greater emphasis on universal design and transit-oriented development in city and county planning processes.
- Require any project listed in the Metropolitan Transportation Plan/Sustainable Communities Strategy to demonstrate that the project will work for all possible users.
- Develop guidelines and funding criteria that support better design for high-speed roads and pedestrian and bicycle access, including such items as resting places in route to bus stops.
- Continue to increase public participation through greater public outreach and information on transportation and planning meetings, including those of SACOG.
- Increase sensitivity and ADA communication, training, supervision, and accountability for drivers and customer service staff.
- Develop customer appreciation systems to recognize good drivers.

- Provide more management support for drivers to remove problem riders.

Higher cost options

- Increase funding for transit.
- Focus transit funds on more frequent midday, evening, weekend, and microtransit service.
- Improve bus stop amenities such as shelters and benches.
- Increase low-floor buses and light rail vehicles.
- Undertake upgrades to wheelchair restraints and expand the number of wheelchair tiedown locations.
- Expand usage of real-time transit information technology.
- Provide incentive pay to recognize good drivers.
- Undertake safety improvements at bus stops and on buses, especially downtown, including improved lighting and visibility at stops.
- Offer smaller vehicle and jitney services.
- Expand demand-responsive, microtransit, and community/volunteer transportation programs.
- Offer more taxis that are regulated, insured, supervised, offer a variety of passenger payment options and accessible vehicles, and include discounts/sliding scales/subsidies for low-income older adults/persons with disabilities.
- Look at distance-based or zonal pricing.
- Look at priority for rides based on medical need.

Yolo County

Lower Cost Strategies/Activities

- Enforce driver stop announcements.
- Provide sensitivity training for all drivers on smooth driving of large buses or Dial-a-Ride vehicles and including simulations to understand varied impairments.
- Develop a centralized list, managed by a transportation broker or coordinator, of groups or agencies with accessible vehicles who could transport disabled persons during unplanned situations, such as an illness at work or a vehicle break-down.
- Provide more information and training on using alternatives to driving, including transit buddies.

Higher-cost options

- Increase bus service, including nights and weekends.
- Develop a supplemental, subsidized, accessible (ramp-equipped) taxi service.
- Expand demand-responsive service hours and wheelchair space.
- Provide greater same-day flexibility for adding riders seeking destinations similar to those with advance reservations.
- Develop shuttles to high-demand destinations.
- Expand on-demand or microtransit services.

Yuba and Sutter Counties

Lower Cost Strategies/Activities

- Provide more complete travel planning information.
- Provide more mobility training.

Higher-cost options

- Provide more frequent and Sunday bus service.
- Provide shuttles to key shopping and service locations.
- Develop a local volunteer driving program.
- Add on-demand or microtransit services.

Chapter 5: Requirement for Prioritization

The IIJA, the surface transportation bill authorizing funding through the Section 5310 program, requires that the prioritization of projects and strategies be included in the Coordinated Plan so eligible agencies and organizations can apply for and potentially be awarded Section 5310 funds. This prioritization also helps Caltrans select projects for Section 5310 funding in the non-urban areas of the SACOG region. The need for project prioritization is important since there are many more requests for FTA 5310 funds than there are funds available for distribution. This Plan could also serve as a reference for SACOG decision making when new funding becomes available.

The list of priorities was developed based on outreach and the analysis of information throughout the Plan. Four main strategies were chosen that address the needs and gaps that are identified in the Plan:

1. Maintain and evaluate existing transportation services
2. New or expanded services that meet identified needs or gaps
3. Coordination of transportation resources
4. Marketing and Mobility Management

For each identified strategy a table is included below of priorities for funding and implementation. There are three priority levels for these strategies going from High to Low. Each table shows examples and the demographic population (older adult, disabled, lower income), the needs or gaps in transportation service. The prioritization tables are included below.

1. Maintain and evaluate existing transportation services

Level	Priorities	Applicable Population(s)
High	Maintain existing effective and efficient transportation services	Older adult, Disabled, & Lower Income
High	Continue providing existing curb-to-curb, door-to-door, and door-through-door services for trips such as non-emergency medical transportation and grocery shopping in circumstances where paratransit is insufficient, inappropriate, or unavailable	Older adult & Disabled
High	Evaluate financial sustainability of existing services	Older adult, Disabled, & Lower Income
High	Maintain assets in a state of good repair	Older adult, Disabled, & Lower Income
Medium	Evaluate effectiveness of existing services	Older adult, Disabled, & Lower Income
Medium	Study alternative funding sources for transportation	Older adult & Disabled

2. New or expanded services that meet identified needs or gaps

Level	Priorities	Applicable Population(s)
High	Develop or expand transit or transportation solutions in areas with little or no other transportation options based on identified needs or gaps	Older adult, Disabled, & Lower Income
High	Develop or expand transit or transportation solutions in areas with sufficient densities to support specialized transportation or coordinated services based on identified needs or gaps	Older adult, Disabled, & Lower Income
High	Provide new curb-to-curb, door-to-door, or door-through-door services for trips such as non-emergency medical transportation and grocery shopping in circumstances where paratransit is insufficient, inappropriate, or unavailable	Older adult & Disabled
Medium	Improve first-mile/last-mile strategies to better connect to transit	Older adult, Disabled, & Lower Income
Medium	Increase work-based transit service hours of operation to assist nontraditional work schedules	Disabled & Lower Income
Medium	Increase the level of service on fixed-route and microtransit services	Older adult, Disabled, & Lower Income

3. Coordination of transportation resources

Level	Priorities	Applicable Population(s)
High	Increase interagency coordination efforts to maximize existing capacity	Older adult, Disabled, & Lower Income
High	Increase interagency coordination of resources	Older adult, Disabled, & Lower Income
Medium	Implement interagency partnerships to secure funding and ensure financial sustainability	Older adult, Disabled, & Lower Income

Medium	Develop policies, programs, and partnerships to provide innovative transportation solutions	Older adult, Disabled, & Lower Income
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4. Marketing and Mobility Management

Level	Priorities	Applicable Population(s)
High	Increase public awareness of available transit, on-demand/microtransit and specialized transportation services	Older adult, Disabled, & Lower Income
High	Improve access to available services through coordination and better customer service and marketing that connects riders to transit, on-demand/microtransit or specialized transportation services that best meet their needs	Older adult & Disabled
Medium	Provide educational, informational resources, and financial incentives to encourage more individuals to use public transportation services	Older adult, Disabled, & Lower Income
Medium	Evaluate and upgrade transit stops and amenities where appropriate.	Older adult, Disabled, & Lower Income

Conclusion

SACOG has produced this Public Transit and Human Services Transportation Coordinated Plan to provide data, information, and recommendations that SACOG, local governments, service providers, community-based organizations, leaders, advocates, and community residents can use to begin to address the needs for mobility and transportation options among the region's population of older adults, those with low incomes, and with mobility-impairing disabilities.

Through the Coordinated Plan, SACOG has identified a significant need to address mobility issues for older adults, persons with disabilities and those with lower incomes in the Sacramento region and possible strategies for addressing these challenges. Some of these solutions are simple and inexpensive, some are more costly, and some require significant coordination and funding to implement.

With the Next Generation Transit Strategy and Regional Transit Network Study, and Racial Equity Action Plan, SACOG will be encouraging next steps by stakeholders throughout the region to prioritize, plan, and implement appropriate solutions in each county.

SACOG produced this plan to fulfill the requirements of IJJA, but also to focus increased attention on the region's increasing populations of older adults, persons with disabilities, low-income populations, and on the growing demand for transportation programs and services. SACOG expects that this Coordinated Plan and future updates could support the partnerships needed to begin planning strategies and to facilitate regional mobility over the years to come.

Appendix A

Potential Funding Sources

FTA Grant Programs

The Infrastructure Investment and Jobs Act (IIJA) Bipartisan Infrastructure Law was signed into law in November 2021. The act, which supports transit funding through fiscal year 2026, reauthorizes and creates new FTA programs and includes changes to improve safety, modernize bus and rail fleets, improve the climate by replacing thousands of transit vehicles with cleaner and greener ones, increase equity by improving transit service for communities that have historically had more limited access to transit, and provide for substantial upgrades to station/stop accessibility. View [FTA's IIJA Bipartisan Infrastructure Law](#) page.

The act's five years of predictable formula funding enables transit agencies to better manage long-term assets and address the backlog of state of good repair needs. It also includes funding for new competitive grant programs for buses and bus facilities, innovative transportation coordination, workforce training, and public transportation research activities. The selected federal funding programs listed below will benefit older adults, people with disabilities, and those with lower incomes. This funding will help keep existing accessible transportation services operating, with the potential for expansion, and keep transportation facilities safe and accessible to allow the target populations to continue to travel for recreational and necessary reasons. In addition, the act authorizes additional \$100 billion beyond existing competitive grant programs that will allow for regions to receive more than their normal share of funding through competitive grant programs.

Buses and Bus Facilities Grants Program - 5339	Grants for Buses and Bus Facilities program, which makes funding available to states, designated recipients, and local governmental entities that operate fixed route bus service to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low- or no-emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. Two sub-programs provide competitive grants for buses and bus facility projects, including one that supports low and zero-emission vehicles.	Formula & Competitive
Capital Investment Grants - 5309	Fixed Guideway Capital Investment Grants (CIG) program, which funds fixed guideway investments including new and expanded rapid rail, commuter rail, light rail, streetcars, bus rapid transit, and ferries, as well as corridor-based bus rapid transit investments that emulate the features of rail. There are three categories of eligible projects under the CIG program: New Starts, Small Starts, and Core Capacity.	Competitive
Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310	Formula Grants to states for the Enhanced Mobility of Seniors and Individuals with Disabilities Program, which funds transportation services planned, designed, and	Competitive

	carried out to meet the special transportation needs of older adults and individuals with disabilities in all areas – large urbanized (200,000 or more in population), small urbanized (50,000-199,999 in population), and rural (under 50,000 in population). Eligible projects include both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.	
Formula Grants for Rural Areas - 5311	Formula Grants for Rural Areas Program, which provides capital, planning, and operating assistance to states and federally recognized Indian tribes to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations including older adults, individuals with disabilities, and those with lower incomes.	Formula
Metropolitan & Statewide Planning and Non-Metropolitan Transportation Planning - 5303, 5304, 5305	Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states. Planning needs to be cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs reflecting transportation investment priorities including planning for the transportation needs of older adults, individuals with disabilities, and those with lower incomes.	Formula
Innovative Coordinated Access and Mobility Pilot Program	Provides funding for the Innovative Coordinated Access and Mobility (ICAM) pilot program, which funds capital projects to improve coordination and enhance access and mobility to vital community services for older adults, people with disabilities, and people of low income.	Competitive
Public Transportation Innovation - 5312	Provides funding to develop innovative products and services assisting transit agencies in better meeting the needs of their customers including older adults, individuals with disabilities, and those with lower incomes.	Competitive
All Stations Accessibility Program (ASAP)	All Stations Accessibility Program (ASAP) to provide federal competitive grants to assist eligible entities in financing capital projects to upgrade the accessibility of legacy rail fixed guideway public transportation systems for people with disabilities, including those who use wheelchairs, by increasing the number of existing stations or facilities for passenger use that meet or exceed the new construction	Competitive

	standards of Title II of the Americans with Disabilities Act of 1990 (42 U.S.C. 12131 et seq.).	
State of Good Repair Grants - 5337	This program provides financial assistance to transit agencies that operate fixed-guideway and high-intensity motorbus systems for the maintenance, replacement, and rehabilitation of capital assets, including competitive grants for rail rolling stock, as well as for the development and implementation of transit asset management plans. These funds reflect a commitment to ensuring that public transportation operates safely, efficiently, reliably, and sustainably so communities can offer balanced transportation choices that help to improve mobility including that of older adults, individuals with disabilities, and those with lower incomes.	Formula
Urbanized Area Formula Grants - 5307	Makes federal resources available to urbanized areas and governors for transit capital and operating assistance in urbanized areas and for transportation-related planning for transit services including those for older adults, individuals with disabilities, and those with lower incomes.	Formula

Appendix B

Tables

Severely Disabled Population in 2021 with projections to 2060

Table A

County	2021								Number of "severely disabled" persons					
	% of total population that is 'severely disabled'	Total Population 2021	"severely disabled" 18 to 64 yrs	% of total population that is "severely disabled" 18 to 64 yrs	"severely disabled" 65-74 yrs	% of total population that is "severely disabled" 65 to 74 yrs	"severely disabled" 75+ yrs	% of total population that is "severely disabled" 75+ yrs	Census	Projected				
									2021	2025	2030	2040	2050	2060
El Dorado	5.50%	192,335	3,571	1.90%	1,718	0.90%	5,263	2.70%	10,552	11,345	11,299	10,934	10,262	9,728
Placer	6.50%	409,508	13,361	3.30%	3,305	0.80%	9,970	2.40%	26,636	24,991	26,424	28,267	29,205	30,114
Sacramento	7.80%	1,570,850	64,017	4.10%	22,179	1.40%	36,614	2.30%	122,810	121,180	124,216	131,706	137,415	142,162
Sutter	7.40%	97,715	2,866	3.00%	1,570	1.60%	2,781	2.80%	7,217	7,852	8,105	8,245	8,152	8,038
Yolo	4.50%	215,973	5,455	2.50%	1,851	0.86%	2,390	1.10%	9,696	10,582	10,821	11,280	11,427	11,427
Yuba	9.60%	80,932	4,790	6.00%	842	1.00%	2,115	2.60%	7,747	7,086	7,354	7,710	7,942	8,114

"severely disabled" - this is the percentage of the population that has "independent living" and "self care" disabilities according to ACS 2021 5 yr est.

The % of 'severely disabled' persons was averaged for 2019 and 2021 5yr ACS and held at a constant level, then used to project the 'severely disabled' population out to 2060.

Older Adults 65+ that are Low Income

Table B

LI = Low Income

	Population that is 65 years and over	65+ & Low Income	% of Older Adult HHLDS 65+ & LI
El Dorado County	40,692	2,337	5.70%
Placer County	76,779	5,614	7.30%
Sacramento County	218,061	21,344	9.80%
Sutter County	14,688	1,515	10.30%
Yolo County	26,683	2,660	10.00%
Yuba County	9,946	730	7.30%

Source: American Community Survey 2021 5 year estimates

Low-income population with Disabilities

Table C

	Total Population	Total Pop 65+	Total Pop In Poverty*	Population in Poverty with a Disability	Population in Poverty with a disability			
					Of Total Pop in Poverty % w/ a Disability	Under 18	18 to 64 years	65 years and over
El Dorado County	188,671	40,692	16,394	2,738	17%	96	1,678	964
Placer County	395,963	76,779	27,629	5,105	18%	278	2,444	2,383
Sacramento County	1,548,865	218,061	205,518	35,478	17%	2,704	22,373	10,401
Sutter County	97,266	14,688	12,383	2,052	17%	131	1,258	663
Yolo County	208,807	26,683	36,025	4,677	13%	296	3,140	1,241
Yuba County	77,272	9,946	11,932	2,793	23%	262	2,199	332

Source: Census ACS 2021 5 year estimate

*Poverty is defined by the Census Bureau as when the total income for a family or unrelated individual falls below the federal poverty threshold - then the family or unrelated individual is classified as being "below the poverty level" or "in poverty."

Size of Family	Federal Poverty Level 2021
1	\$12,880
2	\$17,420
3	\$21,960
4	\$26,500
5	\$31,040
6	\$35,580
7	\$40,120
8	\$44,600
for each add'l +	\$4,540

Table D

Poverty Status

	El Dorado County, California	Placer County, California	Sacramento County, California	Sutter County, California	Yolo County, California	Yuba County, California
Total:	188,914	396,956	1,550,537	98,017	209,165	78,774
Income below poverty level:	16,394	27,629	205,590	12,383	36,036	11,939
Child population (under 18)	4,089	6,266	63,870	4,241	5,659	3,905
Working age pop (18-64) below the poverty level	9,968	15,749	120,376	6,627	27,717	7,304
Seniors (65 and over)	2,337	5,614	21,344	1,515	2,660	730
Working age below the poverty level as a % of the total population	5.3%	4.0%	7.8%	6.8%	13.3%	9.3%
Child population below the poverty level as % of the total population	2.2%	1.6%	4.1%	4.3%	2.7%	5.0%
Seniors below the poverty level as % of the total population	1.2%	1.4%	1.4%	1.5%	1.3%	0.9%
% of the population in poverty that is children (under 18)	24.9%	22.7%	31.1%	34.2%	15.7%	32.7%
% of the population in poverty that are working age	60.8%	57.0%	58.6%	53.5%	76.9%	61.2%
% of the population in poverty that are seniors	14.3%	20.3%	10.4%	12.2%	7.4%	6.1%

U.S. Census Bureau - ACS 2021 5 year estimate

DMV Licensing by Age

Table E

County	Total Licensees	Total Population 2020			Licensees			Percentage licensed within Total age group		
		55-64	65-74	75+	55-64	65-74	75+	%55-64	%65-74	%75+
El Dorado	153,760	32,106	25,875	17,689	31,264	25,390	12,918	97%	98%	73%
Placer	307,342	53,842	46,688	38,916	53,298	43,149	28,171	99%	92%	72%
Sacramento	1,065,745	189,861	140,348	92,128	175,008	120,672	59,592	92%	86%	65%
Sutter	68,666	11,922	9,002	6,910	11,059	7,630	4,581	93%	85%	66%
Yolo	141,571	22,120	17,519	12,304	22,114	15,833	7,957	99%	90%	65%
Yuba	50,669	9,336	6,547	3,962	8,450	5,936	2,690	91%	91%	68%

Sources: DOF 2020 Projections
DMV data 2020

Placer and El Dorado Counties have the highest proportions of 65 and over drivers in the SACOG region.

Vehicle Availability by Age

Table F

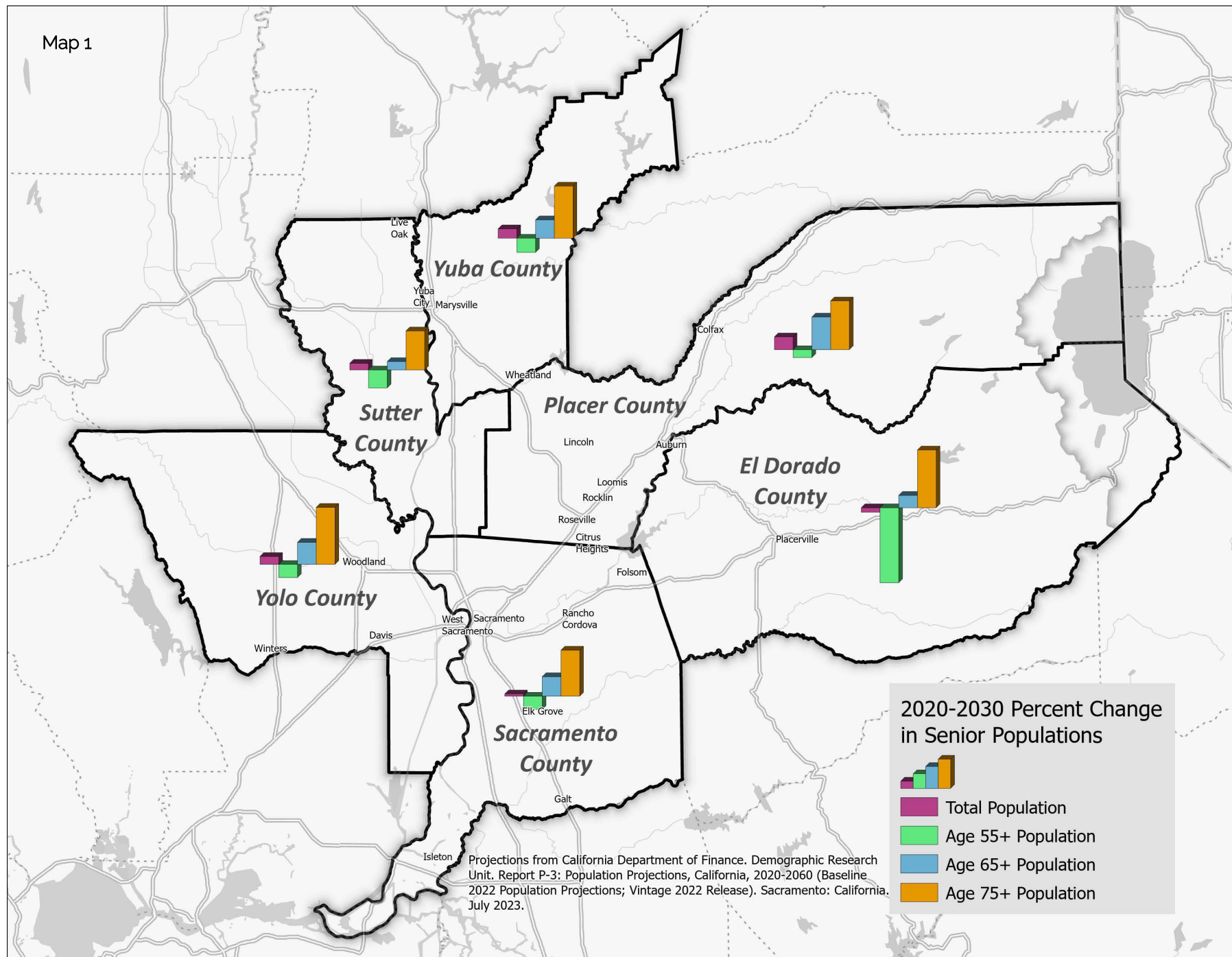
	Total # of Households	HHLDS w/ No Vehicle	No Vehicle Available	% of the Households with No Vehicle Available	
			HHLDR 65 years and older	% All	% 65+
El Dorado County	74,535	2,890	1,485	3.9%	2.0%
Placer County	149,714	5,279	2,114	3.5%	1.4%
Sacramento County	559,036	34,943	19,860	6.3%	3.6%
Sutter County	32,703	1,649	962	5.0%	2.9%
Yolo County	75,471	5,965	2,987	7.9%	4.0%
Yuba County	26,888	1,760	885	6.5%	3.3%

Source: ACS 2021 5 year estimates

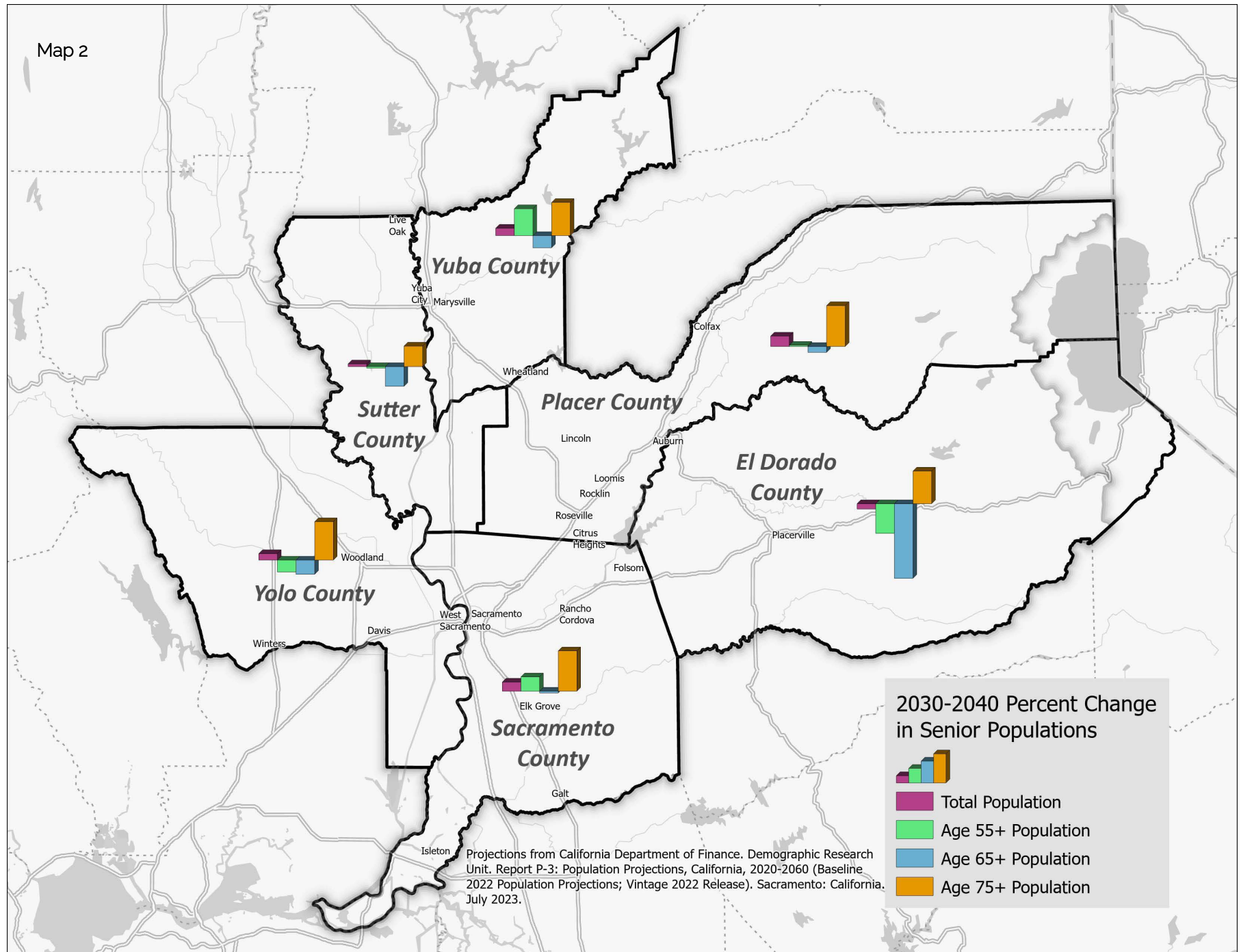
Appendix C

Maps

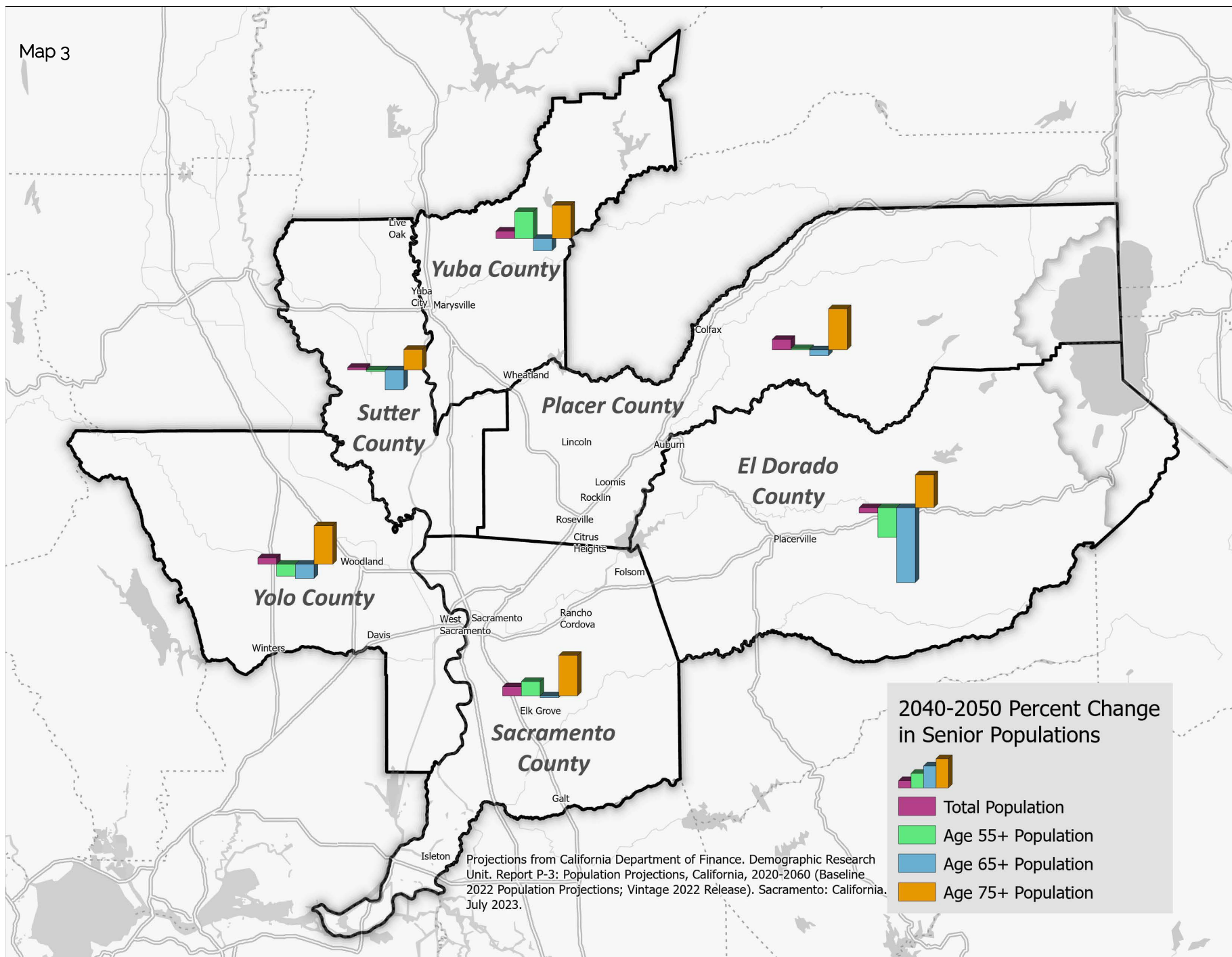
Map 1



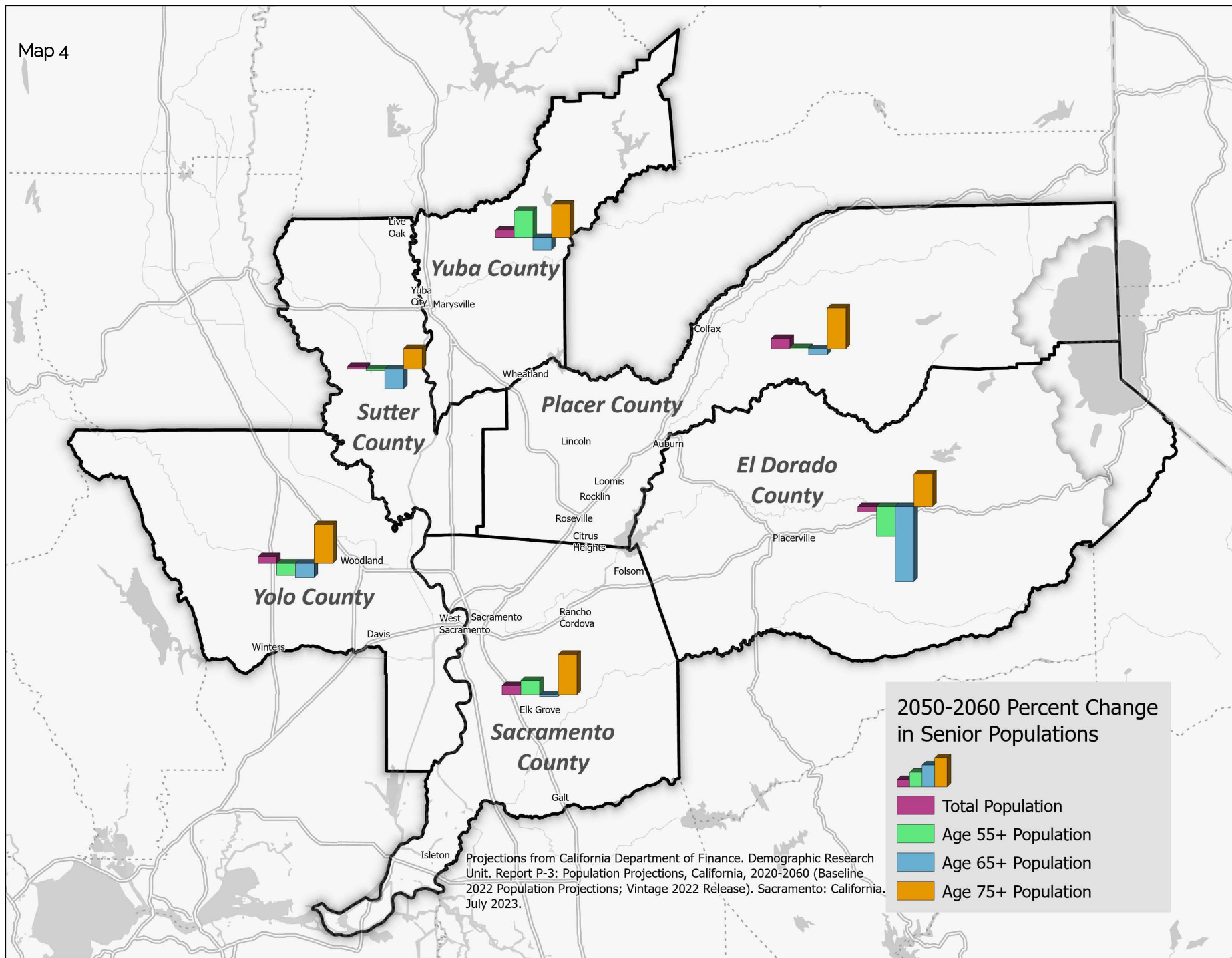
Map 2



Map 3



Map 4



El Dorado County

Lifeline Destinations

- Courts
- Post Offices
- Public Libraries
- Medical Facilities
- Farmers Markets
- Middle and High Schools
- Affordable Housing Locations
- Cities

Transit Routes

- El Dorado Transit
- El Dorado Transit Commuter
- EDT Dial A Ride Service Area

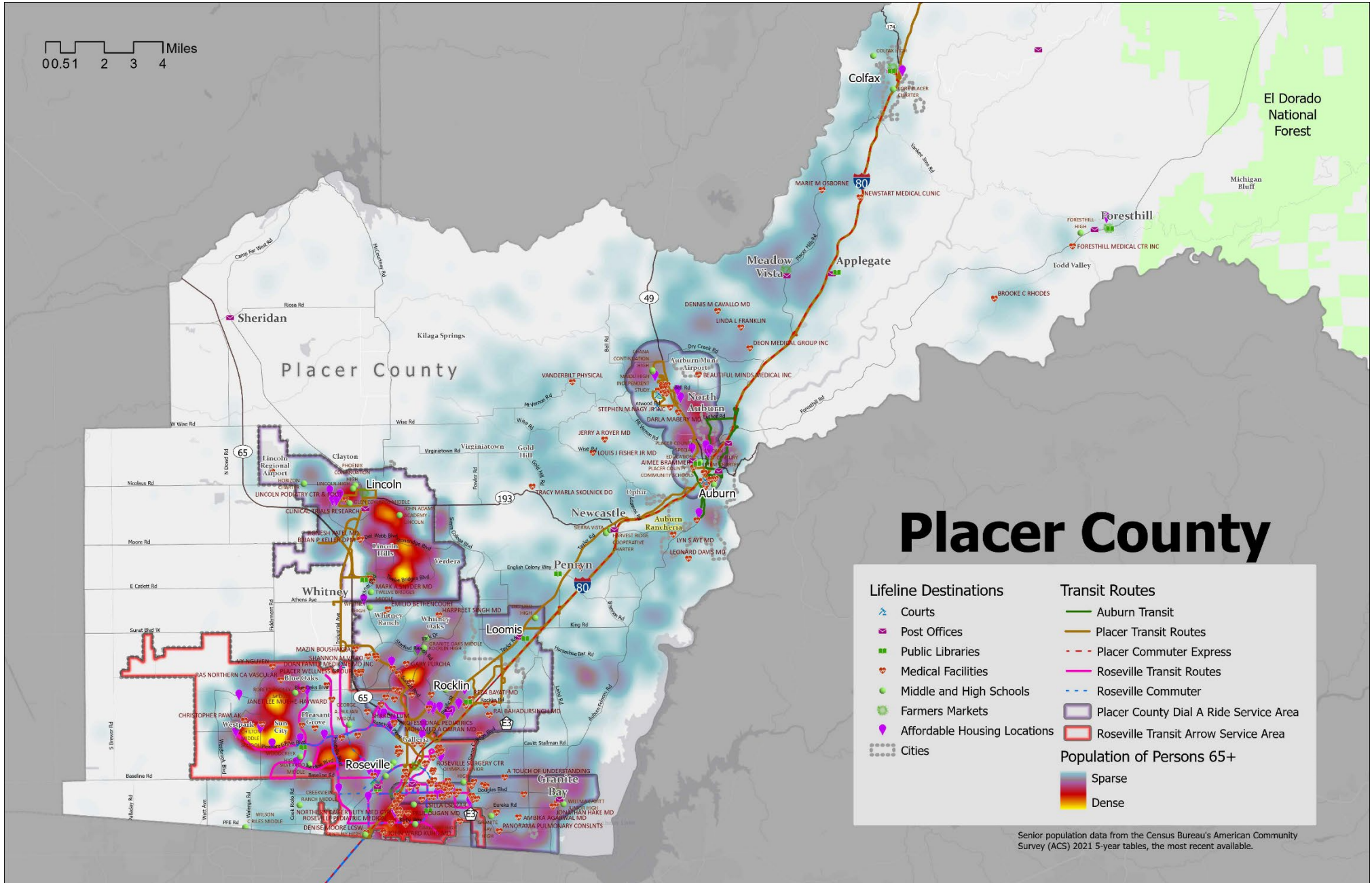
Population of Persons 65+

- Sparse
- Dense

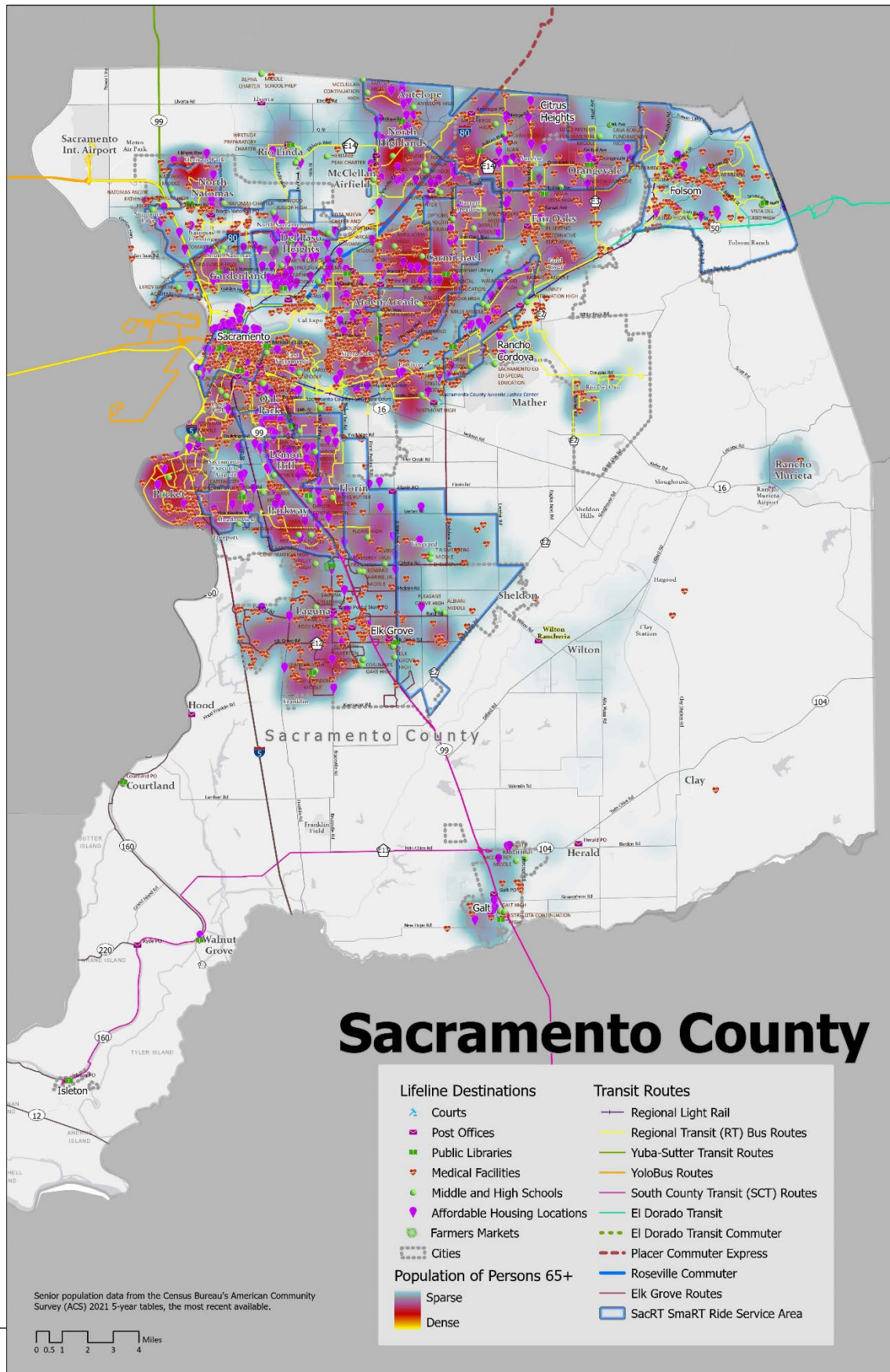
Senior population data from the Census Bureau's American Community Survey (ACS) 2021 5-year tables, the most recent available.

El Dorado County

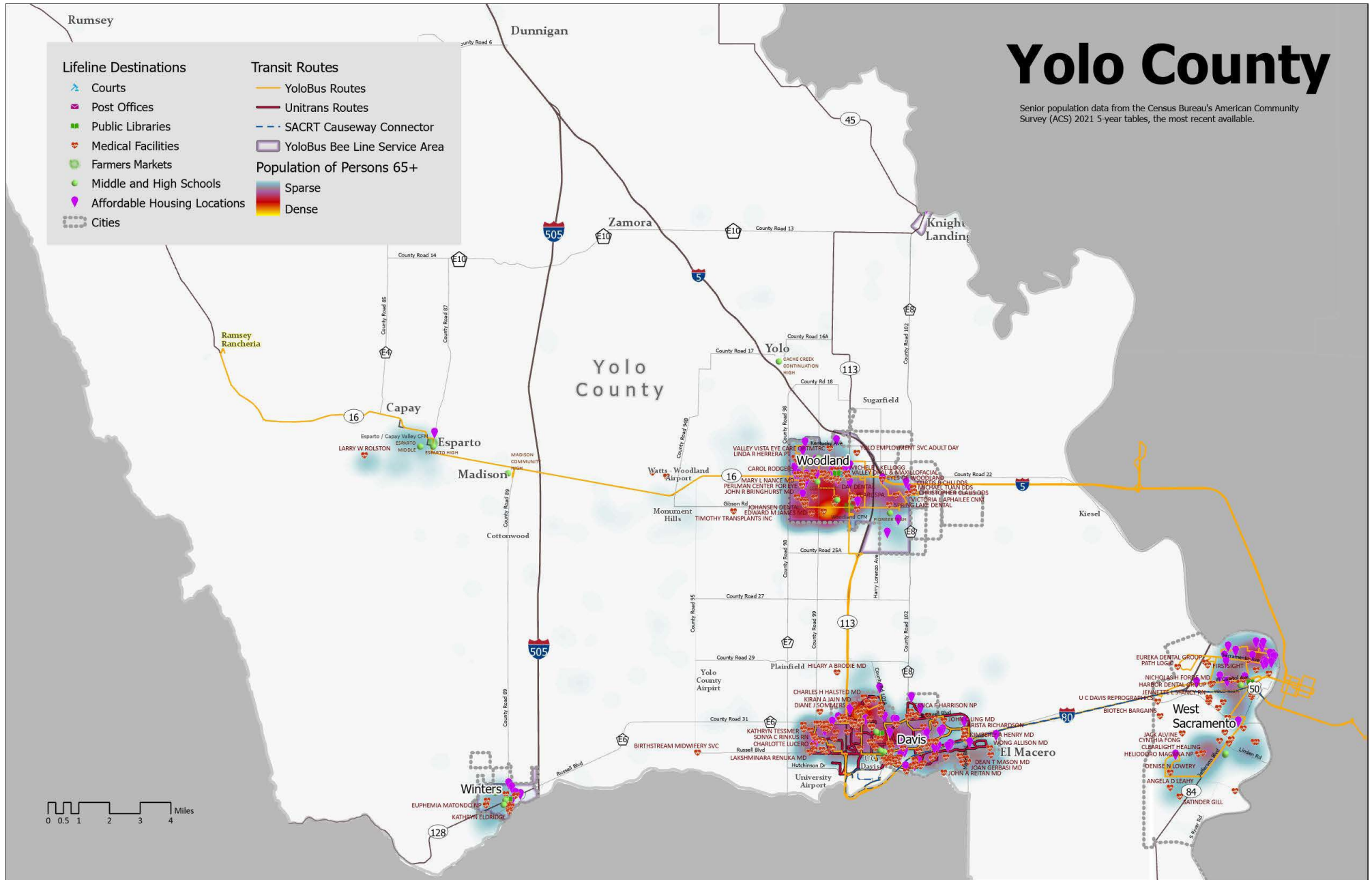
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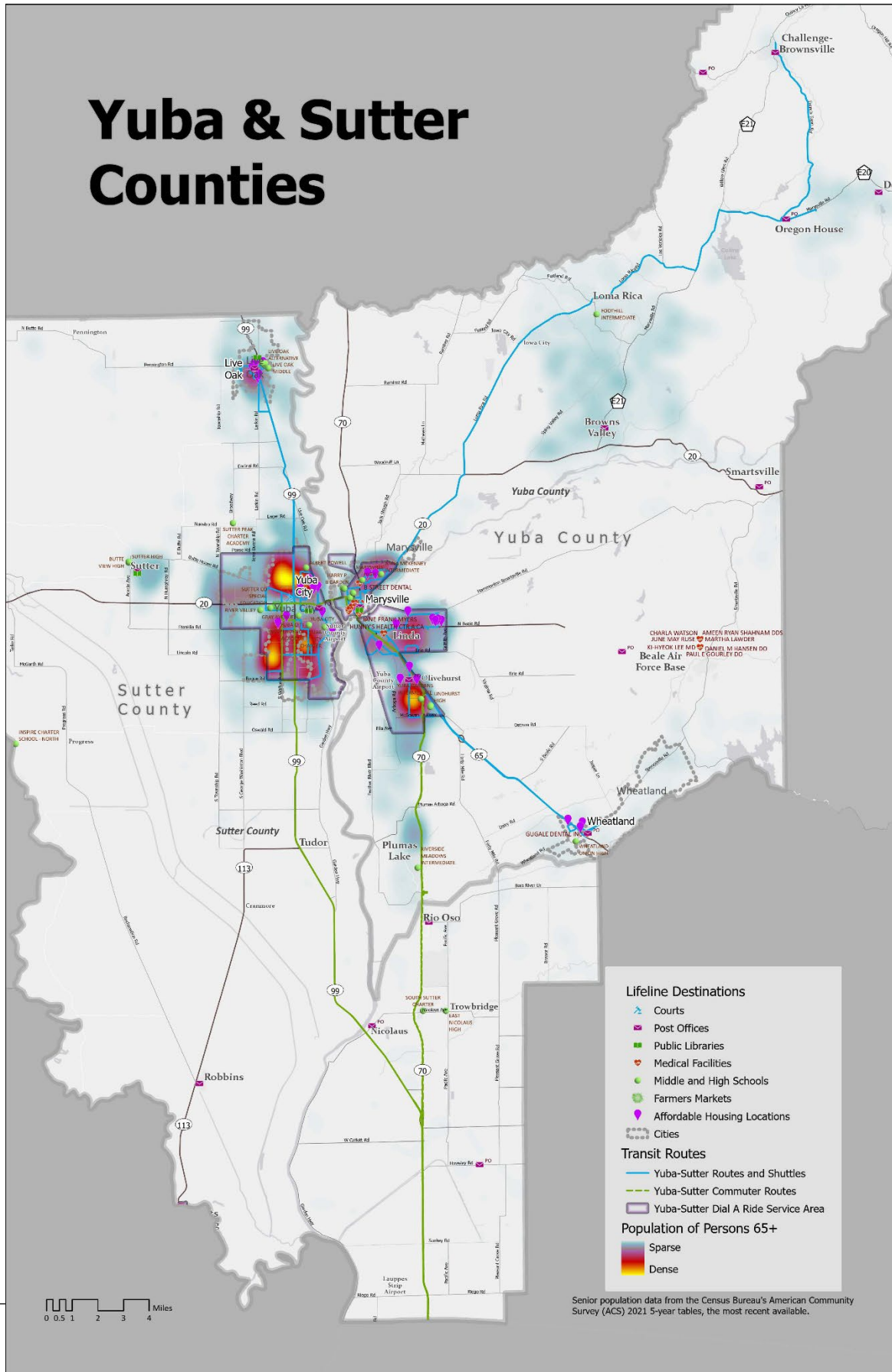
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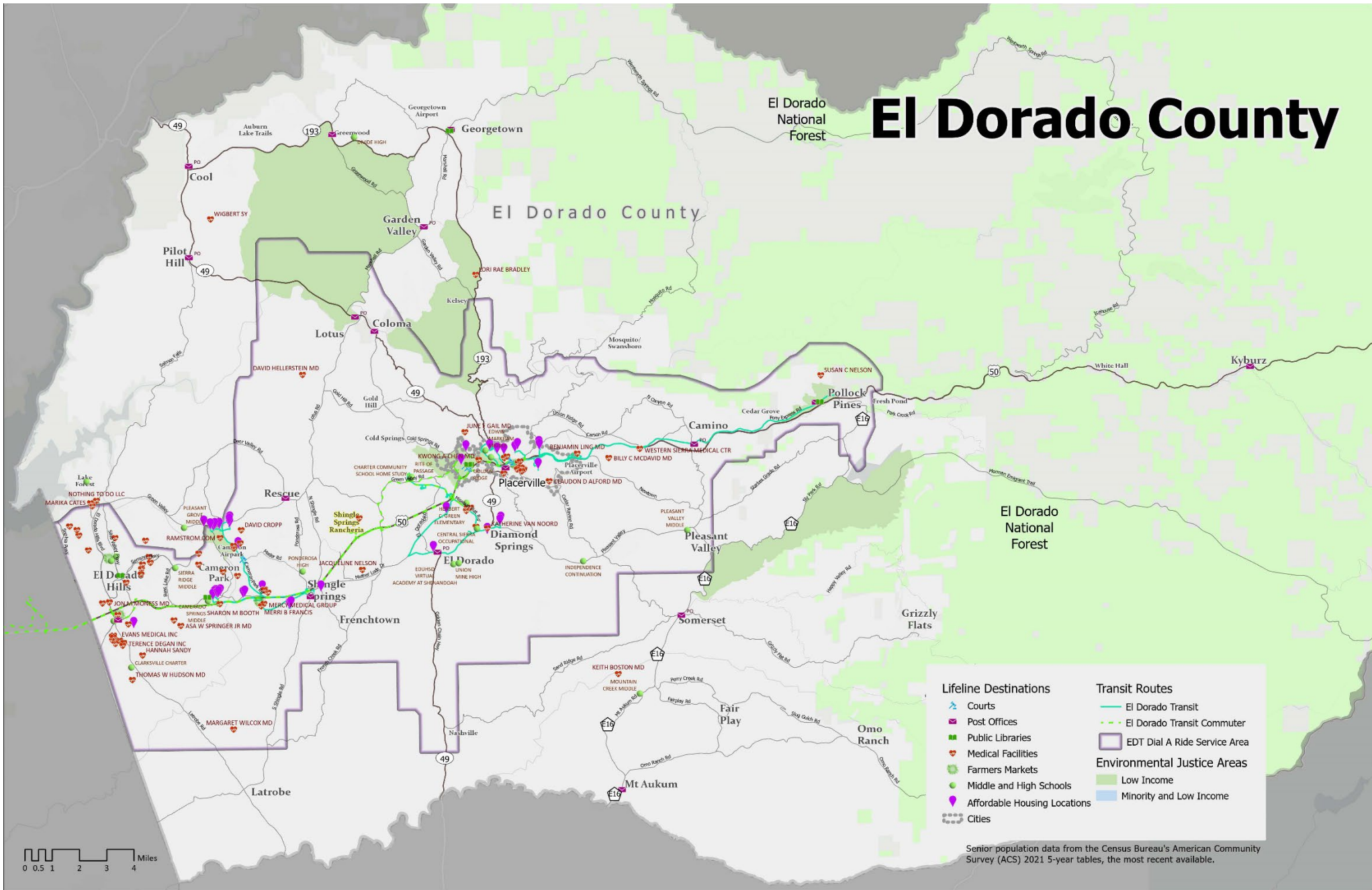
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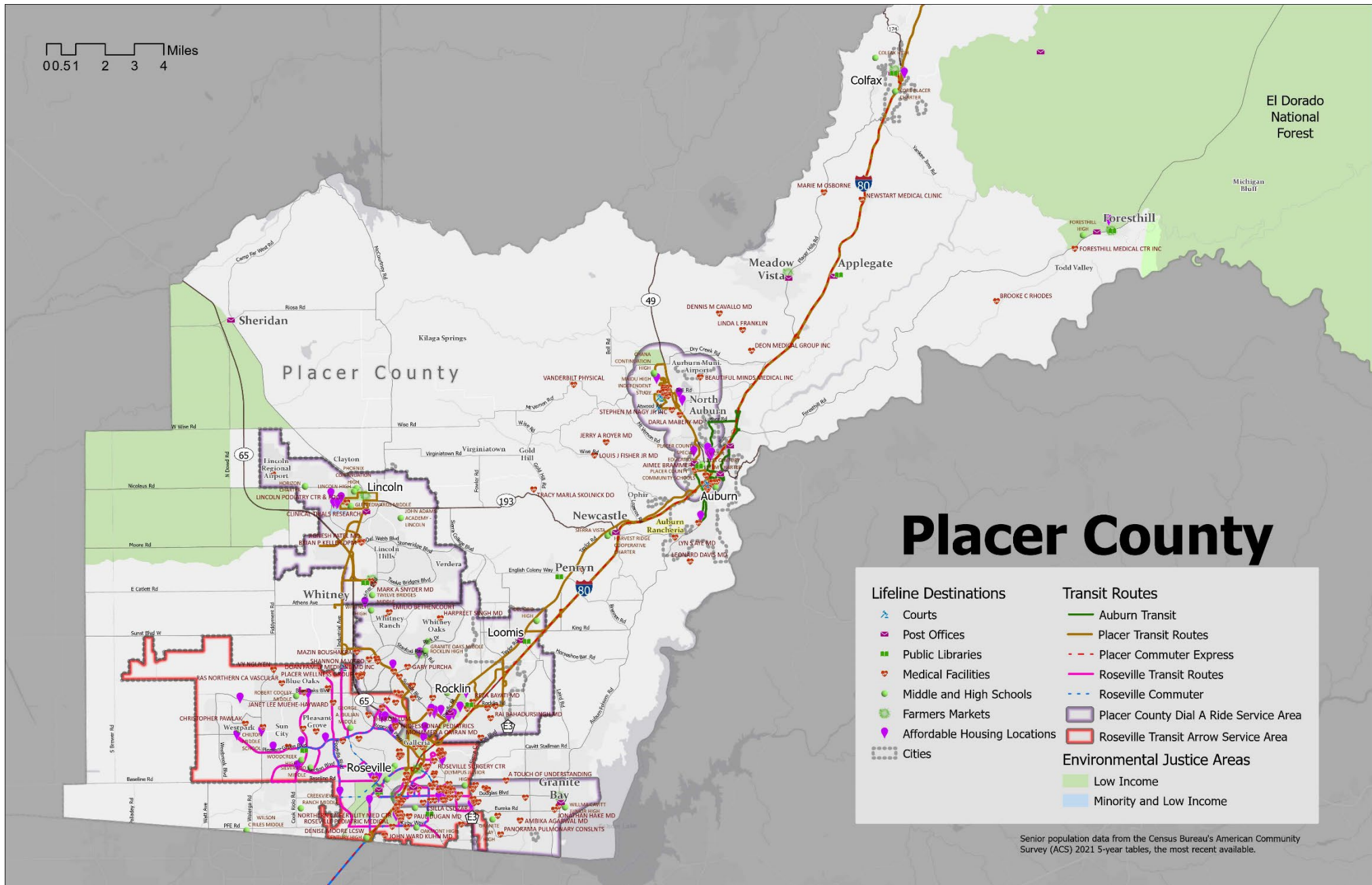
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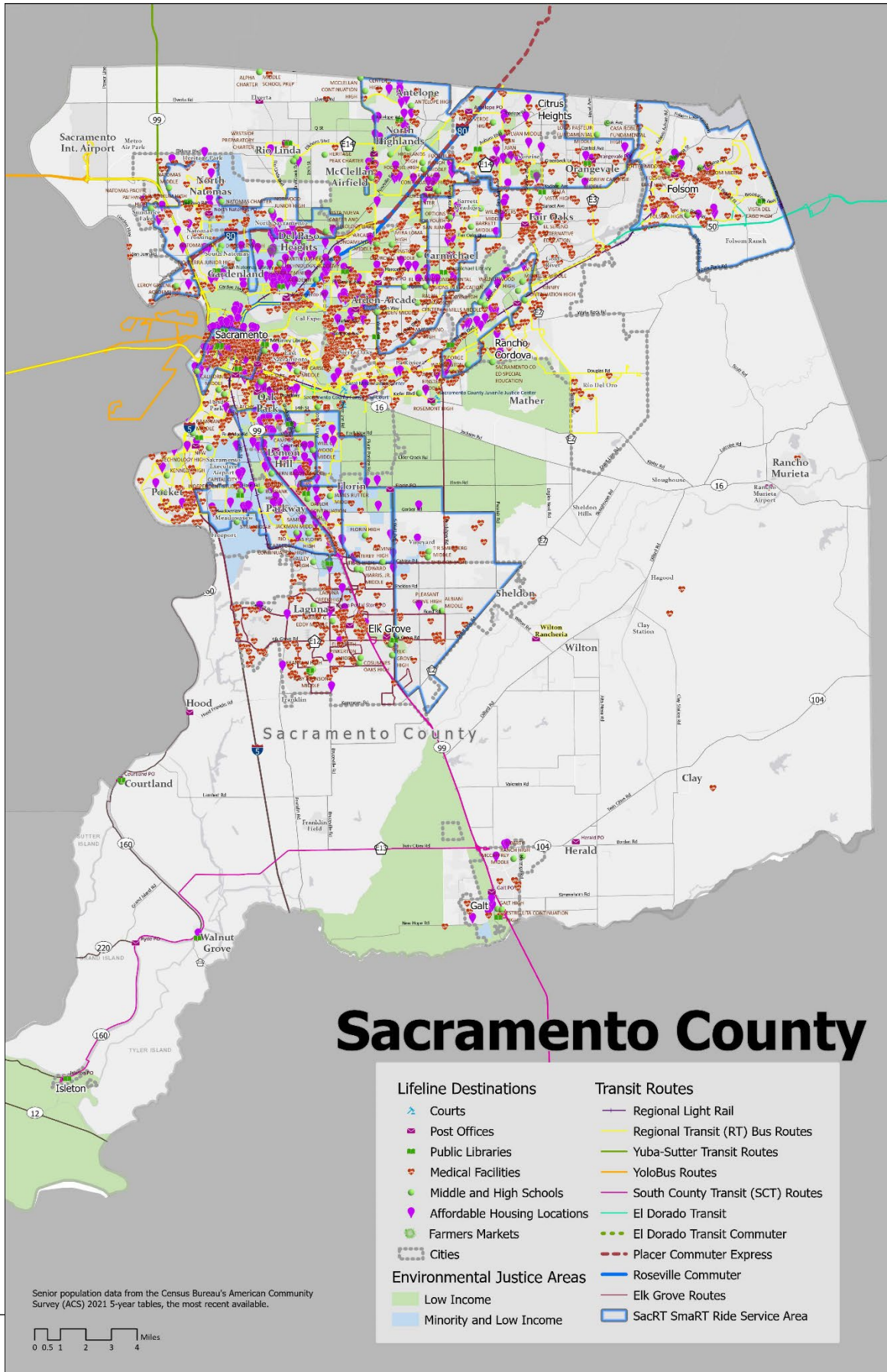
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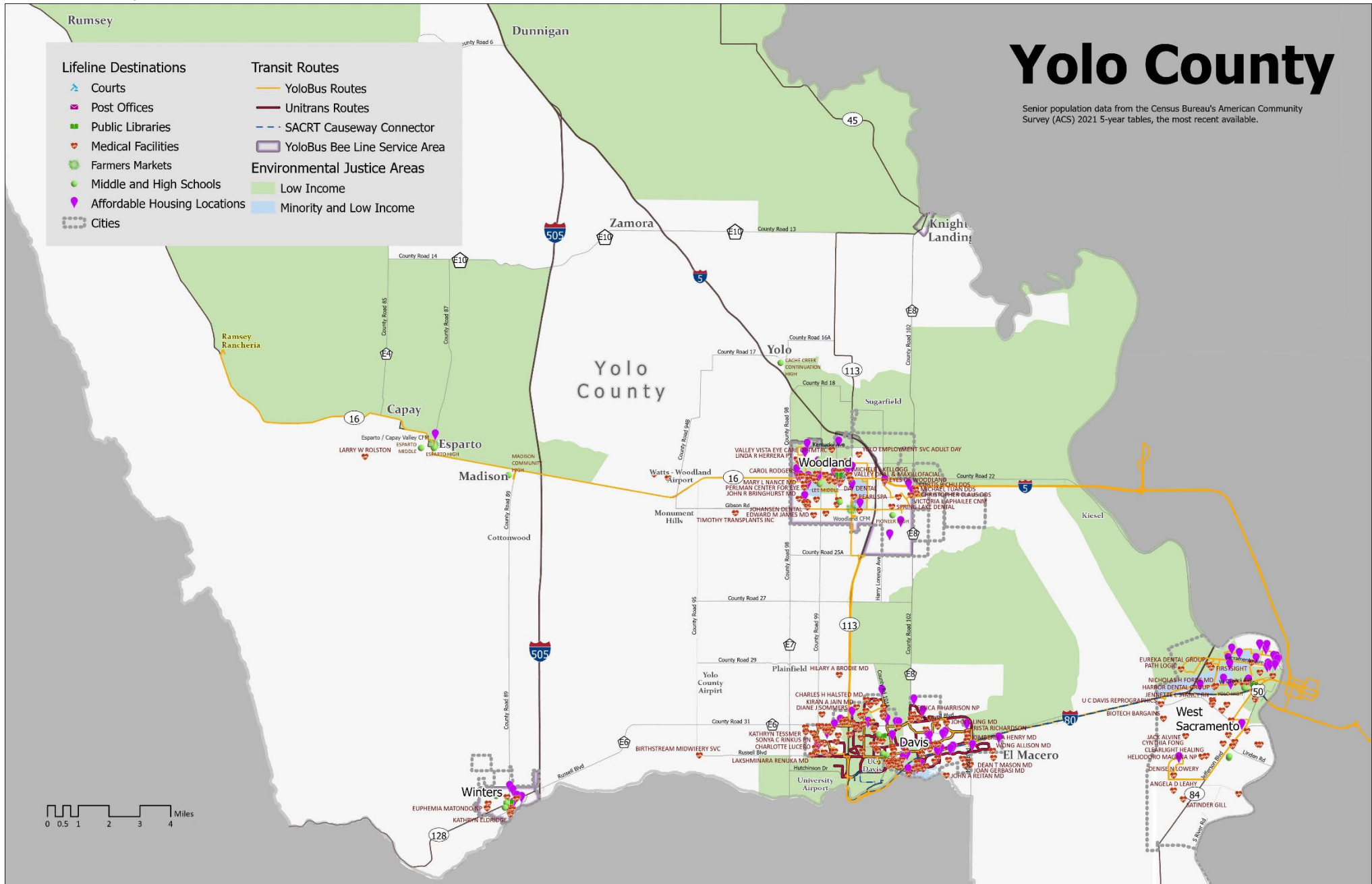
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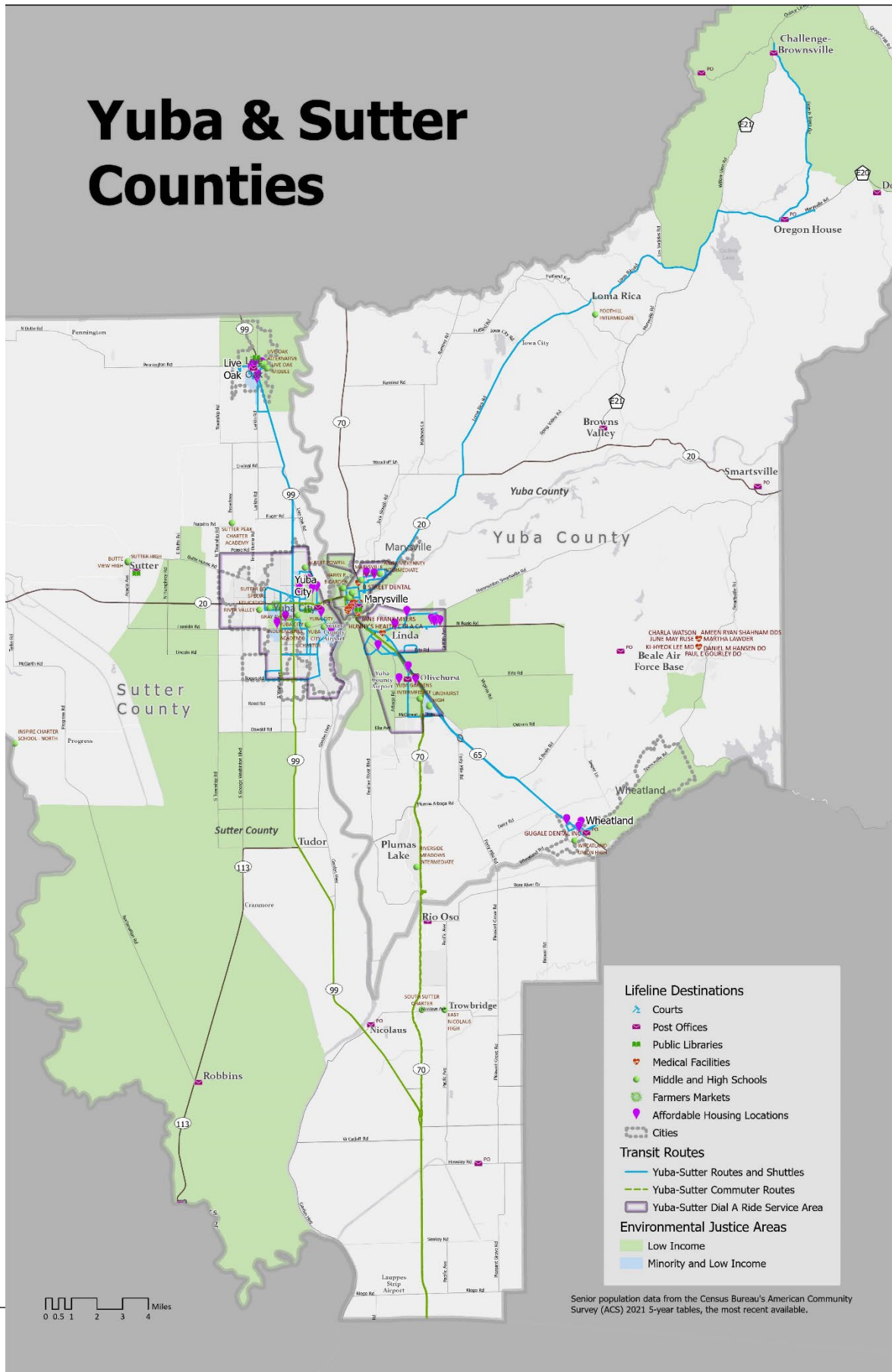
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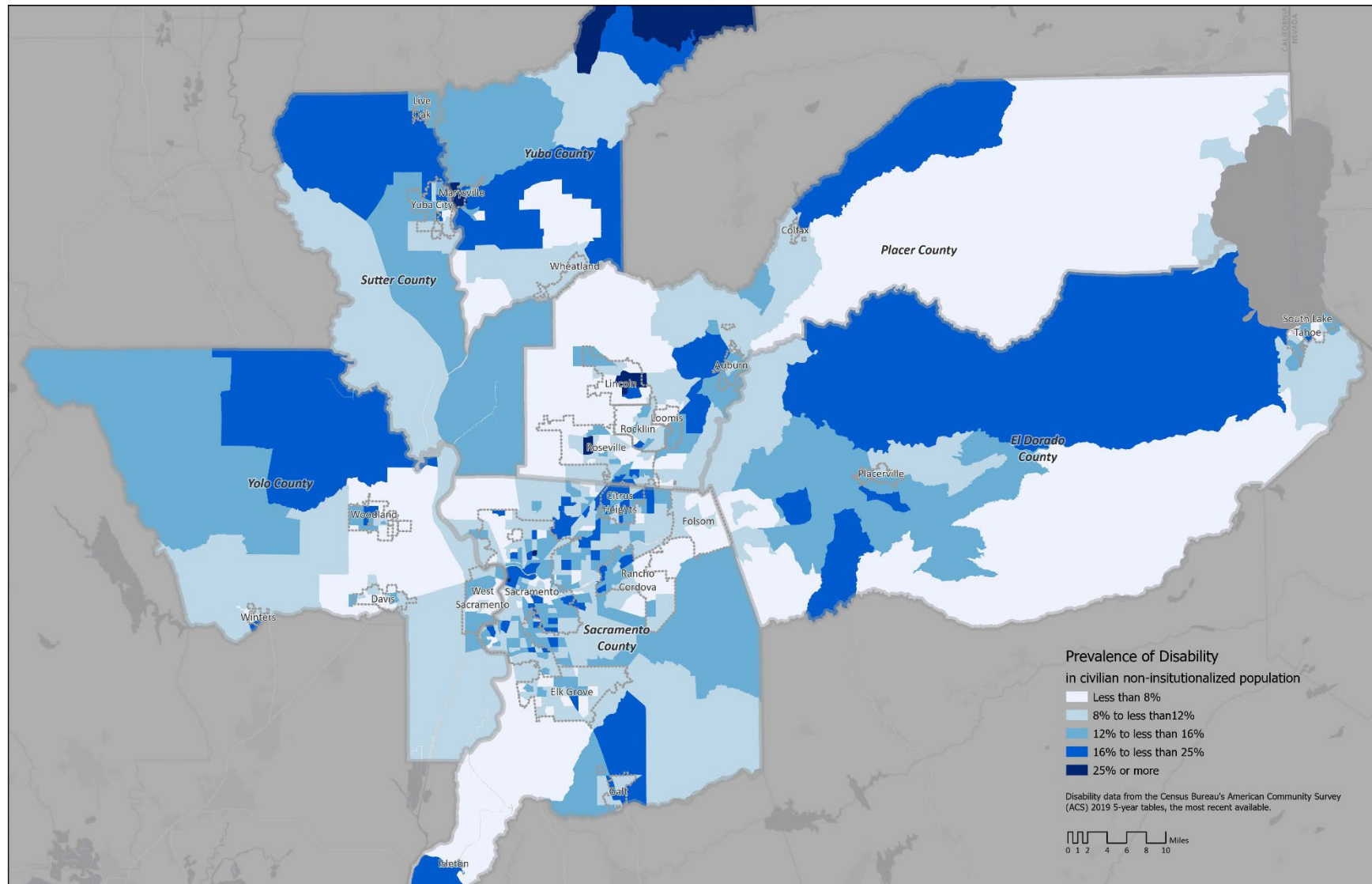
Map 13



Map 14



Map 15



Map 16

