

Social Services Transportation Advisory Council (SSTAC) Report Regarding Unmet Transit Needs

The SSTAC, a committee of the Amador County Transportation Commission (ACTC), meets regularly to address the transit needs of Amador County residents who are elderly, disabled, and/or transit dependent and to collaborate on transportation solutions that benefit both these populations and the entire community.

SSTAC has identified several transit needs; some that have been identified for many years but that may not yet be financially feasible, and others that we feel could be addressed in up to three (3) fiscal years. The SSTAC recommends implementation of these transit solutions as funds become available. By providing more transit options, residents are better able to remain in their homes as they age, receive necessary health care and services, get to work, and keep connected.

SSTAC FY 2024/25 Transit Recommendations

<u>Short Term Identified Transit Needs</u> (Up to 3 fiscal years)			
Identified Transit Need	Transit Solution	How this meets transit need	Other Considerations
Restore fixed routes 5 & 6, before 9am and after 4pm, shuttle runs or modify current shuttle scheduled times (removed A.M. and P.M. routes during the Covid-19 pandemic).	Research more efficient fixed shuttle route schedule. Perform a feasibility study to determine inefficiencies in the current fixed routes and potentially reconfigure schedule to restore connectivity and promote returning ridership with more availability to meet “to and from” trips.	<ul style="list-style-type: none"> This would provide a more equitable fixed route service that would better accommodate the frequent transit rider’s needs. This would restore ridership by riders being able to get to and from a destination. Example: Restore the earlier Shuttle A-Being able to get to work before or by 8:00 a.m., in return being able to use the p.m. shuttle to get home. 	The main concern from the public is riders cannot utilize transit because it does not accommodate early morning and evening. They can only get one way travel. Without an earlier and later evening shuttle available the public cannot utilize the fixed route service to accommodate an 8-hour workday.
Expand Dial-a-Ride (DAR) service areas throughout Amador County’s rural areas, as needed.	Research the feasibility of expanding the DAR services to underserved areas of Camanche.	<ul style="list-style-type: none"> 285 of 655 ADA approved clients are over the age of 70. 122+ ADA/senior clients live upcountry. 82+ADA/senior clients live in lone 	As of October 5 th , 2022, there are 655 clients registered with AT to receive 1 or more services. The current implementation of Modivcare service has addressed a

		<ul style="list-style-type: none"> 24+ADA/senior clients live in Plymouth. <p>DAR curb-to-curb service is a critical service for people with disabilities and elderly clients with limited mobility, and is necessary for accessing health care, shopping and grocery stores, county services, etc.</p>	<p>portion of this unmet need by providing a total of 255 trips in FY 22/23. (0 trips Jul-Oct due to COVID)</p>
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Identified Transit Need	Transit Solution	How this meets transit need	Other Considerations
<p>Voucher Program- Grant to increase ridership and assist local social service agencies with limited funding with providing bus vouchers to their clients.</p>	<p>Apply for \$15,000 in LCTOP Grant funding to distribute vouchers to assist local social service agencies with limited funding with providing bus vouchers to their client’s community agencies.</p>	<ul style="list-style-type: none"> Connect residents with transportation to receive services, employment, and health care while promoting transit ridership growth. Data could be extracted for analyzing the needs within the county. 	<p>LCTOP grant funding has increased heavily over the years and agencies can apply for more than one use on an application.</p> <p>All surrounding transit systems have ongoing types of “free Fares.” Seniors or youth etc. Amador Transit is the only one currently not participating.</p>

Longer Term Identified Transit Need

(3 to 5 fiscal years)

Identified Transit Need	Transit Solution	How this meets transit need	Other Considerations
<p>'On-Demand' General Dial-A-Ride services</p>	<p>Research the feasibility of implementing of an "on-demand" general DAR service.</p>	<ul style="list-style-type: none"> • Reduction in trip duration • More equitable for all transit riders • Same day scheduling 	<p>Accessible only through a smart phone app.</p> <p>Could reduce costs to transit agency and make the fixed route more efficient</p>
<p>Restore lone fixed route bus service and include Camanche and consider adding a route to connect to Valley Springs.</p>	<p>Restore lone runs.</p> <p>Expand route to Camanche Blues to extend the lone route to Camanche.</p> <p>Consider partnering with Calaveras Transit to develop a route that would route from lone through Buena Vista and Camanche and into Valley Springs.</p> <p>Coordinated Public Transit Human Services Transportation Plan will evaluate possible best routes to coordinate counties for service through lone and Valley Springs</p>	<ul style="list-style-type: none"> • Increased connectivity to other routes benefits all • More convenient travel times, especially for elderly and people seeking medical treatment. • Additional runs would better serve ADA approved clients. • Potentially more cost effective than extending Dial-A-Ride • Possible increased need for connectivity to and from the new casino being built in Buena Vista. • Valley Springs residents and residents in the South Camanche area tend to access many of their services in Amador County. This would provide a vital connection between the counties and service more outlying areas. 	<p>Increased housing developments in lone have gone in and continue to grow.</p> <p>When the lone bus service had 8 runs/day, 4 runs per day had service to Camanche.</p> <p>Construction of the new casino in Buena Vista impacts both Amador and Calaveras counties</p>

<p>Saturday Service</p>	<p>Explore partnerships and conduct more inhouse research in order to determine the feasibility of implementing bus service on Saturday. Fixed express route, Saturday Hopper.</p> <p>Dial-A-Ride services. Explore possible Trolley route to accommodate need for Tourism.</p>	<ul style="list-style-type: none"> • Conducting a feasibility study of Saturday service for Transit will allow Amador Transit to understand the financial and logistical opportunities and constraints to implementing a Saturday service. • The addition of any kind of Saturday service through Amador County will provide the needed transportation for necessary weekend shopping, activities, etc. 	<p>Most neighboring agencies have Saturday service, for example the Calaveras Saturday Hopper.</p> <p>Many transit agencies use trolleys and partner with local tourism agencies to promote tourism and increase transit ridership: Tuolumne County, Monterey, etc.</p>
<p>Coordination to assist in coverage Gaps. "1st mile- Last mile"</p>	<p>Coordinate meetings to determine the coverage needed outside the bus routes.</p>	<ul style="list-style-type: none"> • Connect dispersed residents to bus stops/routes. Increase connectivity and options for types of travel. • Employment opportunities 	
<p>Evening Service</p>	<p>Research feasibility of later evening runs ("White paper" analysis)</p>	<ul style="list-style-type: none"> • Increased route connectivity and service to community • Meet transportation needs for after school activities and workers • Later Shuttle runs could meet Sacramento route to provide 	

Identified Transit Need	Transit Solution	How this meets transit need	Other Considerations
<p>Restore service (with modifications to route & schedule) to/from Sacramento.</p> <p>(Continue to Collaborate and stay up to date on progress with the “Multimodal Hub” project)</p>	<p>Conduct in-house research to determine the feasibility of providing a mid-day or late morning run to Sacramento that would only service up to the 65th St Light Rail station and/or the Sunrise Light rail Station to provide connections to Sacramento.</p> <p>Work with SacRT and Sacramento County to develop a partnership and cost sharing either through a transfer coupon or direct financial support.</p>	<ul style="list-style-type: none"> • Reduce wait time between runs and increase connectivity to the Sacramento service by other AT routes. • Veterans need to access Mather Hospital which can be accessed via the 65th St. Light Rail and Sunrise. • Increase use by non-commuters (especially for medical trips), and visitors to the county. • Meet capacity needs. • Additional Sacramento service continues to be one of the highest service requests received. 	<p>Sacramento service previously had 3 runs/day.</p> <p>Potential to provide a connection between Ione and Sacramento while increasing service and expanding options for Sacramento riders to enhance tourism in the region.</p>
<p>Work with local agencies to secure funding for pedestrian and bicycle safe Routes to Transit projects.</p>	<p>Advocate for pedestrian and bicycle projects that will improve the safety and convenience of walking and biking to bus stops.</p> <p>Place bike racks in proximity to business centers.</p>	<ul style="list-style-type: none"> • By facilitating the acquisition of state and/or federal funds, jurisdictions can improve ped/bike facilities near Amador Transit bus stops. • Ensures ADA compliance. 	<p>Safe Routes to Transit was considered in the 2017 Amador Countywide Pedestrian and Bicycle Plan Update.</p>
Identified Transit Need	Transit Solution	How this meets transit need	Other Considerations
<p>Restore fixed route bus service to Plymouth</p>	<p>Research feasibility of increasing number of runs.</p>	<ul style="list-style-type: none"> • Viable access to the Plymouth Health Clinic • Increase connectivity to other routes benefits all • Better serve residents in outlying areas who may be able to get rides only as far as Plymouth • Reduces excessive wait time 	<p>Potential access to Sacramento route (and possibly Ione) to residents and visitors of Plymouth and Amador City. Better access to Fiddletown, River Pines, and Shenandoah region.</p>

Brief review of previous unmet needs recommendations that were implemented over the past fiscal years:

2023/24 Implemented Service			
Identified Transit Need	Transit Solution	How this met transit need	Other Consideration
More transit services to the lone and Plymouth regions.	In August 2023 AT expanded the Dial-A-Ride service into areas of lone and Plymouth between the already established fixed route service in those locations.	<ul style="list-style-type: none"> • Better access to the Plymouth Health Clinic • Increase connectivity to other routes • Better serve residents in outlying areas who may be able to get rides only part of the way • Reduces excessive wait time 	<p>Increases the access to the Sacramento route (and possibly lone) to residents and visitors of Plymouth and Amador City. Better access to Fiddletown, River Pines, and Shenandoah region.</p> <p>Has eliminated the immediate need to implement more fixed route services in those areas.</p>

2022/23 Implemented Service			
Identified Transit Need	Transit Solution	How this met transit need	Other Consideration
More access to Dial-A-Ride (DAR) services in Pine Grove and Pioneer	In July 2022, AT Expanded the DAR to include areas along SR 88 in Pine Grove from Ridge Road to Sugar Pine Drive in Pioneer.	<p>Dial-A-Ride now serves 122 eligible clients in Pioneer and Pine Grove.</p> <p>As of 10/27/23 we have provided 1693 trips in these expanded areas.</p>	Restored on time compliance to upcountry fixed routes due to less deviation demand.

2019/2020 Implemented Service			
Identified Transit Need	Transit Solution	How this met transit need	Other Consideration
Expanded Dial-A-Ride services to the Jackson/Pine Grove region.	Current Dial-A-Ride expansion approved to include areas along SR 88 from Jackson to Pine Grove beginning January 2020.	Filled gaps in service areas for some rural regions along the SR 88 corridor.	

2018/2019 Implemented Service			
Identified Transit Need	Transit Solution	How this met transit need	Other Consideration
Help fill gap in huge medical transport need due to minimal providers in Amador County. LogistiCare Medical Transport	Partnered with LogistiCare in October of 2018 to provide medical Transport at no cost to the client through the Medi-Cal Program.	18/19- 195 trips 19/20-354 trips 20/21-303 trips 21/22-357 trips	
Expanded Amador Rides services to include wellness shopping (i.e., prescriptions, medical supplies, etc.)	Include wellness stops for clients who are transported to and from appointments for light grocery items, medicines, and mobility devices.	Multiple wellness needs are being met in one trip. Medical, mobility assistance, nutrition etc.	

2016/2017 Implemented Service			
Identified Transit Need	Transit Solution	How this met transit need	Other Considerations

Grant to assist local social service agencies with limited funding with providing bus vouchers to their clients.	LCTOP Grant application to include funds for distributing vouchers to agencies in need and marketing funds to increase awareness of public transportation options	Through the Grant, Amador Transit was able to disperse 3,155 bus vouchers to agencies, and \$15,000 in advertising and marketing fees equaling roughly 1 full year.	
Expand Amador Rides	Enhanced medical trips to include other stops that promote health and wellness such as grocery shopping and pharmacy visits on the way to/from medical appointments. Increased the reimbursement benefits for volunteer drivers. Enhanced marketing for the program using LCTOP.	The Amador Rides program has recently signed up 3 new volunteer drivers and overall mileage for the program is increasing. Amador Rides helps to meet the need from a high demand of out-of-county transportation for health care.	Amador Rides works in collaboration with and supports other community programs such as; Common Ground Senior Services, Amador County Veterans Services, Sutter Amador Hospital, faith-based organizations, and county health services programs.
Many transit riders walk or bicycle to get to and from bus stops. There are several known locations throughout the County where it is difficult for transit riders to walk or bike to the transit locations creating a barrier to mobility and/or safety issues.	A Safe Routes to Transit analysis was conducted as part of the 2017 Amador Countywide Pedestrian and Bicycle Plan Update which was adopted by the ACTC in October of 2017. The plan recommends projects that will improve the safety and convenience of walking and bicycling to these bus stops.	<ul style="list-style-type: none"> • Conducting a Safe Routes to Transit study identified areas for improvement and help make the local jurisdictions eligible for state and federal grant funds for pedestrian and bicycle projects. • Ensures ADA compliance. 	Amador Transit should continue to work with the jurisdictions to secure funding to implement pedestrian and bicycle projects that will provide Safe Routes to Transit.

2015/2016 Implemented Service			
Identified Transit Need	Transit Solution	How this met transit need	Other Considerations
More bus service Upcountry	An additional upcountry run was implemented last year after the Unmet Transit Needs Process. <ul style="list-style-type: none"> • This run has particularly helped upcountry seniors. 	<ul style="list-style-type: none"> • More convenient travel times, especially for elderly and people seeking medical treatment • More cost effective than extending DAR 	<ul style="list-style-type: none"> • Increased connectivity to other routes benefits all • Additional runs better serve ADA approved clients

Re-routed Plymouth Service	Plymouth bus service was re-routed last year to pass through Sutter Creek and Amador City rather than using the bypass.	<ul style="list-style-type: none"> Increased connectivity to other routes/ added service to Amador City where there was previously no bus service. 	
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2014/2015 Implemented Service			
Identified Transit Need	Transit Solution	How this met transit need	Other Considerations
Volunteer Transportation Program for seniors, disabled and medical services had been an identified need for a number of years and was implanted in fiscal year 2013/2014. The following information provides an update on the program for fiscal year 2014/2015.	See Amador Rides in 2013/2014 Implemented Service table.	<p>Amador Rides, in 2015, had over 10 volunteers who have made over 160 trips (as of November 30, 2015) for people who would otherwise have no way of getting to healthcare appointments.</p> <p>Additional funding in the amounts of \$1,500 from Sutter Health Sacramento-Sierra Region and \$3,000 from the Jackson Rancheria Band of Miwuk Indians has been received.</p> <p>AT Board approved submitting an FTA 5310 grant application for FY 15/16. Grant application was successful and will fund a new mini-van and \$10,000 for operating costs.</p>	<p>Amador Rides continues collaborate with and supports other community programs such as Common Ground Senior Services, Amador County Veterans Services, Sutter Amador Hospital, faith-based organizations, and county health services programs.</p> <p>High demand for out-of-county transportation for health care.</p>
Restored bus service to Upcountry route (previously only three runs per day)	Restored one Upcountry run	<ul style="list-style-type: none"> Increased connectivity to other routes More convenient travel times, especially for elderly and people seeking medical treatment Additional run better serves ADA approved clients More cost effective than extending DAR 	
Restored bus service to Amador City and Sutter Creek.	Plymouth bus service rerouted through Sutter Creek and Amador City instead of the Hwy. 49 Bypass	<ul style="list-style-type: none"> Restored route to Amador City on already existing service Increased connectivity to other routes benefits all 	Routing through Sutter Creek instead of the Hwy. 49 bypass added service to Amador City where there was previously no bus service.

Expanded the Dial-a-Ride Service Area	<ul style="list-style-type: none"> Expanded Jackson and Sutter Creek service area to include Ridge Rd. /Climax Rd. to Hwy. 88 and to MACT Health Clinic 	<p>Dial-a-Ride curb-to-curb bus service is critical service for people with disabilities and elderly clients with limited mobility.</p> <ul style="list-style-type: none"> 43% of ADA approved clients are over age 70 70+ ADA clients live Upcountry 46+ ADA clients live in Lone 14+ ADA clients live in Plymouth 	Dial-a-Ride allows affordable access to health care, shopping and grocery stores, county services, activities, entertainment, etc. At the time of implementation, this was the extent of Transit’s ADA clients:
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2013/2014 Implemented Service			
Identified Transit Need	Transit Solution	How this met transit need	Other Considerations
Volunteer Transportation Program for seniors, disabled and medical services had been an identified need for a number of years.	April 2014: Amador Rides Volunteer Transportation Program was started as a collaborative solution of this council to meet the health care transportation needs of the community. With \$1,500 start-up funding that was re-directed from supporting the one-day per week transit route to River Pines, Amador Rides was able to set-up a bank account, obtain volunteer supplemental insurance, volunteer background checks, and begin recruiting volunteer drivers.	Amador Rides , in 2014, had over 12 volunteers who made over 25 trips a month for people who would otherwise have had no way of getting to healthcare appointments. Additional funding in the amounts of \$2,500 from Sutter Health Sacramento-Sierra Region and \$3,000 from the Jackson Rancheria Band of Miwuk Indians had been received.	Amador Rides works in collaboration with and supports other community programs such as Common Ground Senior Services, Amador County Veterans Services, Sutter Amador Hospital, faith-based organizations, and county health services programs. High demand for out-of-county transportation for health care. AT Mobility Management has taken the lead for coordination of local services. No duplication of services.
Coordinated 1-2 days service to outlying areas like River Pines.	Monday only service was implemented to River Pines in Sept. 2013.	Service was discontinued June 30, 2014 due to lack of ridership.	Route discontinued after 10 months (two years is allowed by TDA) when determined that one-day a week service would not be utilized in this community.