



CALAVERAS COUNCIL
of GOVERNMENTS

**FISCAL YEAR
2019-2020**

**CALAVERAS
COUNTY**

UNMET TRANSIT NEEDS FINDINGS REPORT



Prepared by:
**Calaveras Council of
Governments**
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*Adopted: August 8, 2019
Resolution No. FY 20-1*

Calaveras Council of Governments
COUNTY OF CALAVERAS
State of California
August 7, 2019

RESOLUTION NO: FY20-1

A RESOLUTION ADOPTING A DETERMINATION AND
FINDINGS OF NO UNMET TRANSIT NEEDS THAT ARE REASONABLE TO MEET IN CALAVERAS COUNTY
FOR FY 2019/2020

WHEREAS, the Calaveras Council of Governments (CCOG) held an Unmet Transit Needs Hearing in San Andreas on April 3, 2019 at the Calaveras Council of Governments meeting and in Angels Camp on April 16, 2019 at the City Council meeting; and

WHEREAS, due notice of the public hearings was published in area newspapers, on-line and on transit buses; and

WHEREAS, the Social Services Transportation Advisory Council (SSTAC) convened on May 23, 2019 to evaluate the requests for service and make recommendations; and

WHEREAS, said public outreach activities identified the size, location, and mobility needs of groups likely to be transit dependent or transit disadvantaged; and

WHEREAS, the Calaveras Council of Governments has prepared a "Unmet Transit Needs Findings Report, Fiscal Year 2019-2020", declaring findings of no Unmet Transit Needs that are Reasonable to Meet pursuant to criteria established in the Transportation Development Act (TDA) and as adopted by this body on February 5, 2014;

NOW, THEREFORE, BE IT RESOLVED that the Calaveras Council of Governments approves the "Unmet Transit Needs Findings Report, Fiscal Year 2019-2020";

The foregoing Resolution was duly passed and adopted by the Calaveras Council of Governments at a regular meeting thereof, held on 7th day of August 2019, by the following vote:

RESULT: ADOPTED BY CONSENT VOTE[UNANIMOUS]
MOVER: TIM MUETTERTIES, CITIZEN MEMBER
SECONDER: JOHN GOMES, CITIZEN MEMBER
AYES: BROGLIO, CATALANO, FOLENDORF, GOMES, MUETTERTIES, STOPPER
ABSENT: DENNIS MILLS, GARY TOFANELLI

ATTEST


Melissa Raggio, Clerk to the Council
Calaveras Council of Governments


Gary Tofanelli, Chair
Calaveras Council of Governments

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- Attachment A – Resolutions Adopting the Unmet Transit Needs and Reasonable to Meet Definitions
- Attachment B – Unmet Transit Needs Form
- Attachment C – Proof of Public Hearing Notice Publication
- Attachment D – Public Hearing Meeting Agendas

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EXECUTIVE SUMMARY

The purpose of this report is to document the Calaveras Council of Governments (CCOG) Unmet Transit Needs process for FY 2019/20. As the designated Regional Transportation Planning Agency (RTPA) for Calaveras County, the CCOG administers the Transportation Development Act (TDA). The TDA was signed by the Governor on November 4, 1971 to provide a dedicated revenue source to local jurisdictions for the development and support of public transportation and to encourage regional public transportation coordination.

The TDA is comprised of two funding sources: 1) the Local Transportation Fund (LTF), derived from ¼ percent of the general statewide sales tax collected in Calaveras County; and 2) the State Transit Assistance Fund (STA), derived from statewide sales tax on diesel fuel. STA funds can only be used to support public transportation services; however, the TDA does allow some flexibility on the use of LTF funds for non-public transportation purposes, when all “reasonable to meet” unmet transit needs are being met with existing services funded by LTF.

Calaveras Transit Agency is the only public transit operator who uses TDA funds in Calaveras County. Calaveras Transit Agency (CTA) provides deviated fixed route service to the unincorporated communities of the county, as well as the City of Angels Camp, called Calaveras Connect. This report assesses unmet transit needs as it relates to services provided by Calaveras Transit Agency.

The California Department of Transportation (Caltrans), Division of Mass Transportation provides program oversight and ensures local planning agencies complete annual financial audits, triennial performance audits, and an annual Unmet Transit Needs Report and Findings, as required for participation in the TDA program. The CCOG must annually identify any unmet transit needs that may exist in Calaveras County. If needs are found, a further determination must be made as to whether or not those needs are reasonable to meet. The purpose of this document is to ensure that the primary intent of TDA is satisfied prior to any allocation for non-public transportation purposes, such as streets and roads.

This report presents an analysis of the recent public testimony on unmet transit needs in Calaveras County. The report also includes an assessment of the size and location of potentially transit dependent groups, analysis of the adequacy of existing transportation systems in providing service for those groups, and analysis of the potential for transit to provide service that would meet the demand of those groups. This annual process fulfills the requirements of the TDA regarding uses of LTF.

Within the document public comments are evaluated based upon the definition of “*Unmet Transit Needs*” and “*Reasonable to Meet*” criteria adopted by the Social Services Transportation Advisory Council (SSTAC) and CCOG. Although some requests are not deemed “*Unmet Transit Needs*” or found to be “*Unreasonable to Meet*”, all requests made during the Unmet Transit Needs process will play a key role in developing short and long-term improvements for Calaveras Transit Agency.

Unmet needs throughout the year were collected via: Unmet Transit Needs forms, public hearings and other complementary transit planning processes.

No Unmet Transit Needs were identified as Reasonable to Meet for FY 2019-20

Although there were no unmet transit needs that met the “reasonable to meet” criteria for fiscal year 2019/20, the Social Services Transportation Advisory Council (SSTAC) supports and encourages Calaveras Transit Agency in further assessment and analysis of partnership opportunities through the Coordinated Public Transit-Human Services Transportation Plan process. The SSTAC acknowledges the CCOG has initiated the Coordinated Plan and Short Range Transit Plan updates, which are two key planning documents and processes for evaluating current needs and identifying system improvements.

CHAPTER 1 INTRODUCTION

Background and Requirements

Background

Overview of the Transportation Development Act

The Transportation Development Act (TDA) was signed by the Governor on November 4, 1971 and became effective July 1, 1972. Several bills have amended the TDA over time. The TDA provides two major sources of funding for public transportation: the Local Transportation Fund (LTF) and the State Transit Assistance Fund (STA). These funds provide a dedicated revenue source to local jurisdictions for the development and support of public transportation and to encourage regional public transportation coordination. As stated in Public Utilities Code 99222, the legislative intent for the use of TDA funds are as follows:

- (a) It is in the interest of the state that funds available for transit development be fully expended to meet the transit needs that exist in California.
- (b) Such funds are expended for physical improvement to improve the movement of transit vehicles, the comfort of the patrons, and the exchange of patrons from one transportation mode to another.

TDA Funding Sources

TDA funds are administered by the Calaveras Council of Governments (CCOG), as the designated Regional Transportation Planning Agency (RTPA). The California Department of Transportation (Caltrans), Division of Mass Transportation provides program oversight and ensures local planning agencies complete annual financial audits, triennial performance audits, and an annual Unmet Transit Needs Report and Findings, as required for participation in the TDA program. Allocations are made to counties based on population, taxable sales, and transit performance.

The following provides background on each of the two TDA funding sources:

Local Transportation Fund (LTF) revenue is derived from ¼ percent of the general statewide sales tax collected in Calaveras County (both incorporated and unincorporated). Each year, the amount of tax collected in each county is returned by the State Board of Equalization via the respective county's designated RTPA. The RTPA administrative responsibilities include the following:

1. Apportionment – The determination of each area's anticipated share of LTF,
2. Allocation – The discretionary action which designates funds for a specific purpose to claimants within the area, and

3. **Payment** – The distribution of LTF funds as authorized by allocation instructions issued by the RTPA.

The CCOG is the designated RTPA for Calaveras County. Within this area lie three eligible claimants: Calaveras County, City of Angels Camp (the only incorporated city in Calaveras County), and Calaveras Transit Agency (transit operator). In Calaveras, the CTA is the transit operator and files a transit claim for LTF and STA funds.

The TDA does allow some flexibility on the use of excess LTF if not fully utilized to fund public transportation services and supporting activities. When all transit needs that are reasonable to meet are met with existing services, the City and County may submit a claim for the excess LTF to fund streets and roads projects, as well as bicycle and pedestrian projects.

State Transit Assistance Fund (STA), was originally derived from the statewide sales tax on gasoline and diesel fuel. On March 22, 2010, STA funds were restored under a new legislative package known as the “gas tax swap.” Designed to be revenue neutral, the tax swap replaces the sales tax on gasoline, and increases the sales tax on diesel fuel to partially supplement STA funds. Now STA funds come solely from the statewide sales tax on diesel fuel. Therefore, STA revenue to the region depends on diesel fuel prices and diesel consumption.

STA is a formula driven allocation based on *population* and *revenue*. The STA funds are appropriated by the Legislature to the State Controller’s Office. The Office then allocates the tax revenue, by formula, to planning agencies. Statute requires 50% of STA funds be allocated according to population and 50% be allocated according to operator revenues from the prior fiscal year. STA may only be used for transportation planning and mass transportation purposes.

More information on the TDA and claims process may be found on the CCOG’s website at <http://calacog.org/resources/transportation-development-act/>.

Requirements

Unmet Transit Needs Process

According to the Transportation Development Act (TDA), Regional Transportation Planning Agencies (RTPA) are required to produce and submit an Unmet Transit Needs Findings Report to California Department of Transportation (Caltrans), Division of Mass Transportation. The purpose of this document is to ensure that the primary intent of TDA is satisfied prior to any allocation for non-public transportation purposes.

The Unmet Transit Needs process must be completed on an annual basis before CCOG, as the administrator of the TDA funds, can approve a claim for funding of streets and roads projects under Article 8 of the Public Utilities Code. The Unmet Transit Needs process requires CCOG to perform specific tasks, which are:

1. Establish and consult with the Social Services Transportation Advisory Council.
2. Adopt a definition of "unmet transit need" and "reasonable to meet."

3. Hold an annual Unmet Transit Needs hearing to solicit comments on unmet transit needs that may exist.
4. Perform an annual assessment of transportation needs within Calaveras County, including an assessment of the size and location of potentially transit dependent groups, an analysis of the adequacy of existing transportation systems in providing service for those groups, and an analysis of the potential for transit service to provide service that would meet the demand of those groups.
5. CCOG must consider all the available information obtained in the above actions, and adopt a finding. This finding shall be one of the following:
 - There are no unmet transit needs
 - There are no unmet transit needs that are reasonable to meet
 - There are unmet transit needs including needs that are reasonable to meet

Unless the Unmet Transit Needs process is completed, CCOG cannot approve a LTF claim by any jurisdiction to fund streets and roads projects. Further, if the CCOG Board of Directors adopts a finding that there are *unmet transit needs* including those which are *reasonable to meet*, then the unmet need must be funded before the jurisdiction can claim funds for streets and roads. The funding to meet the unmet transit need must be reflected in the claimant's transit budget in order for any claim for streets and roads funding to be approved.

All comments received during this process and throughout the year, are recorded on the Unmet Transit Needs Matrix. This Matrix is presented to the Social Services Transportation Advisory Council (SSTAC) for consideration. CCOG recognizes that not all transit desires can or should be met. Issues that are minor operational issues or complaints will be referred to the transit operator for further investigation. The analysis of the proposed needs by SSTAC becomes the foundation for the report. The SSTAC and CCOG shall consider potential needs based upon the adopted definition of "Unmet Transit Needs". Recommendations for needs that are reasonable to meet must be based upon the adopted "Reasonable to Meet Criteria". If a transit need is determined reasonable to meet by the SSTAC and CCOG, then the unmet transit need shall be funded before any allocation is made for streets and roads within the County.

Unmet Transit Needs Reporting

Upon adopting a finding by the CCOG Board of Directors, documentation is due to Caltrans by the 15th of August of each year and shall include the following:

- A copy of the notice of hearing, proof of publication and a description of the actions taken to solicit citizen participation.
- A copy of the resolution or minutes documenting the transportation planning agency's definitions of "unmet transit needs" and "reasonable to meet".
- A copy of the resolution adopting the unmet needs finding.

Social Services Transportation Advisory Council (SSTAC) Requirements

The Transportation Development Act requires that the Social Services Transportation Advisory Council (SSTAC) annually participate in the identification of transit needs in Calaveras County, including unmet transit needs that may exist. The SSTAC, established by the CCOG, must include members of broad representation of social services and transit providers representing older adults, persons with disabilities, and individuals with limited means. Section 99238 of the TDA requires the following representation on the SSTAC:

- One representative of potential transit users who are 60 year of age or older.
- One representative of potential transit users who have a disability.
- Two representatives of a local social service provider for seniors, including one representative who provides transportation.
- Two representatives of local social service providers for persons with disabilities, including one representative of a social service transportation provider, if one exists.
- One representative of a local social service provider for persons of limited means.
- Two representatives from the local consolidated transportation service agency, if one exists, including one representative from an operator, if one exists.

The CCOG may appoint additional members who represent the target populations, and shall strive to attain geographic and minority representation among SSTAC members.

The responsibilities of the SSTAC include:

- Participation in the identification of transit needs in Calaveras County, including unmet transit needs that may exist and may be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services, or by expanding existing services;
- To annually review and recommend action by the CCOG, which finds by resolution that, a) there are no unmet transit needs, b) there are no unmet transit needs that are reasonable to meet, or c) there are unmet transit needs including needs that are reasonable to meet; and
- To advise the CCOG on any other major transit issues, including the coordination and consolidation of specialized transportation services.

Status of FY 2018/19 Unmet Transit Needs Findings and Recommendations

The unmet transit needs process for FY 2018/19 resulted in no unmet transit needs that were found reasonable to meet. Although there were no unmet transit needs reasonable to meet, the SSTAC made recommendations for consideration to address ongoing community needs for areas not adequately met by public transit services. SSTAC recognizes it is not feasible or appropriate for public transit to serve the specific needs of every individual, particularly those who require specialized transportation or assistance. These recommendations, and how they are being addressed, are shown in the following table.

2018/19 Unmet Needs	Implementation Status	Follow up – Performance Review*
No Unmet Transit Needs Reasonable to Meet Identified		
Additional SSTAC Recommendations for Consideration		
Coordinate with the Mark Twain Medical Center to ensure transit access and service is provided to the new Clinic planned in Valley Springs at Vista Del Lago and SR 26.	Coordination under way. CTA staff met with Mark Twain Health Care District staff to discuss transit access and needs for the new facility planned in Valley Springs. The new facility can be accessed by the Red Line; for pick-up/drop-offs directly to facility, requests can be made.	N/A
Direct access and transportation to hospital in Jackson.	Service changes in September 2018 addressed this need. Service to the Sutter-Amador Hospital in Jackson is offered through on-demand requests from the Purple Line.	N/A
Explore alternative stop location in Mokelumne Hill for more accessibility to the downtown area.	This will be evaluated through the Short-Range Transit Plan update, currently underway.	N/A

**Only required for Unmet Transit Needs found Reasonable to Meet*

CHAPTER 2 DEMOGRAPHIC INFORMATION

Transit Dependent Groups and Demographic Data

Transit Dependent Groups

Per Public Utilities Code Section 994401.5, an annual assessment is required to determine the size and location of groups likely to be transit-dependent or transit-disadvantaged. Transit dependency is generally defined as dependency on public or private transportation services by persons that are either unable to operate a vehicle, or do not have access to a vehicle for personal use. This data is important to this analysis because studies have shown that age and income have a high correlation with automobile usage and transit dependency.

Older adults, youth, persons with disabilities, and persons of limited means (low-income) are more likely to be transit-dependent than the general population. For the purposes of this document older adults are considered to be individuals age 65 years and older, and persons of limited means are considered to be individuals with incomes below the poverty threshold as defined by the federal government.

Demographic Data

The determination of the size and location of identifiable population groups likely to be transit-dependent is based on information from the most current Coordinated Public Transit-Human Services Transportation Plan (“Coordinated Plan”). This includes data from the 2010 Census and the American Community Survey (ACS). Table 1 presents the 2010 Census and 2014 ACS 5-Year population estimates for the State, County, City of Angels Camp, and unincorporated communities (Census Designated Places) within Calaveras County. This demographic data is currently being updated through the Coordinated Plan update, planned for adoption in FY 19/20.

According to the 2012 ACS estimates, the communities with the largest percentage of the county’s total population included Rancho Calaveras, Copperopolis, City of Angels Camp, and Valley Springs (see Table 1). These communities represented the largest growth of the county in the past decade, however, in the past several years that growth has slowed. Although Vallecito and Wallace are showing high rates of growth, these communities each represent less than two percent of the County’s total population.

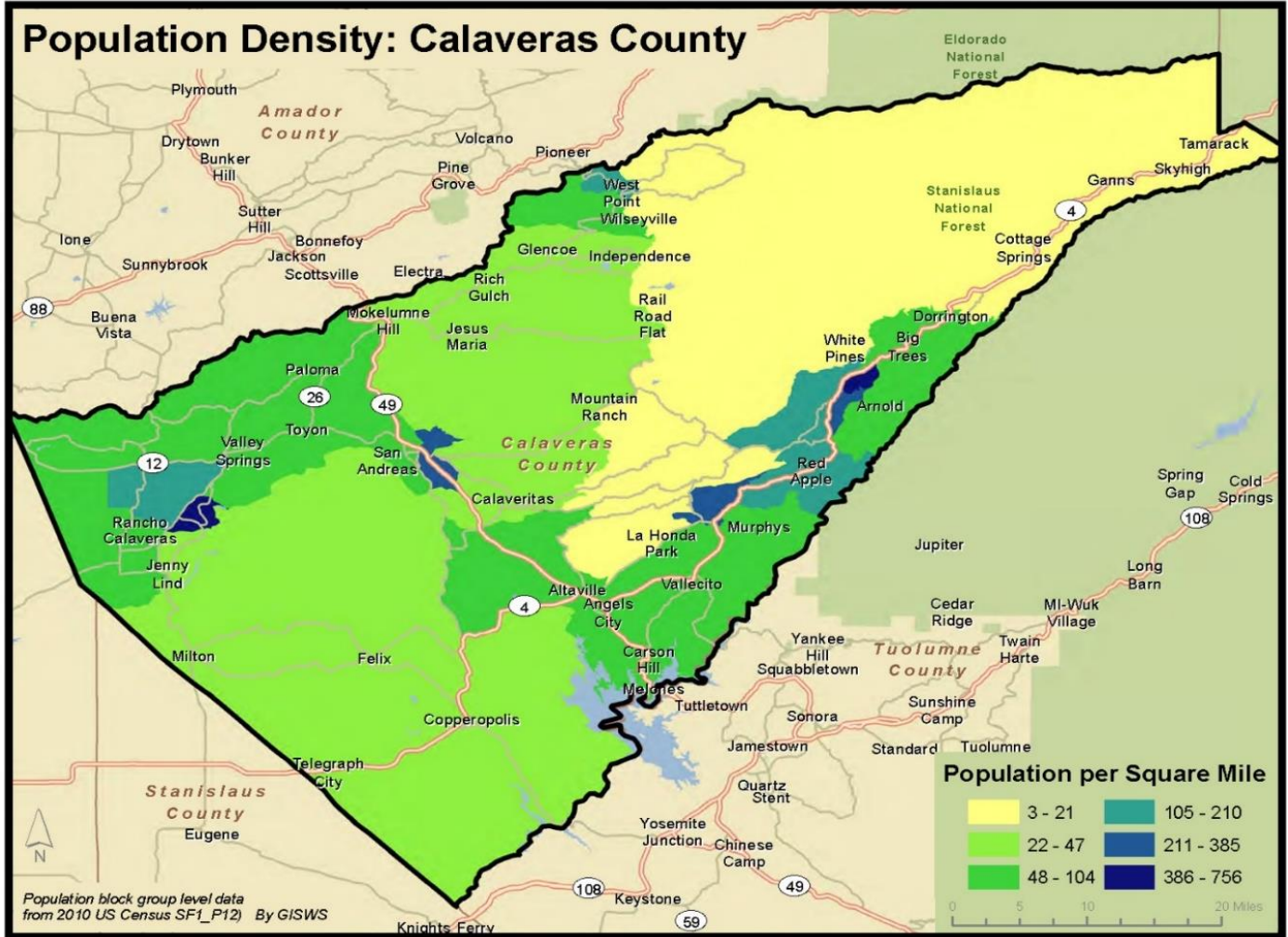
Table 1. Population Distribution

City, County, or Census Designated Place	2010 Census Population	2014 ACS Population Estimates	% Change 2010 - 2014	% of Countywide Population in 2014
California	37,253,956.00	38,066,920	2.2%	-
Calaveras County	45,578	44,921	-1.4%	100.0%
<i>Angels City</i>	3,836	3,782	-1.4%	8.4%
<i>Arnold CDP</i>	3,843	2,728	-29.0%	6.1%
<i>Avery CDP</i>	646	674	4.3%	1.5%
<i>Copperopolis CDP</i>	3,671	4,365	18.9%	9.7%
<i>Dorrington CDP</i>	609	349	-42.7%	0.8%
<i>Forest Meadows CDP</i>	1,249	1,674	34.0%	3.7%
<i>Mokelumne Hill CDP</i>	646	635	-1.7%	1.4%
<i>Mountain Ranch CDP</i>	1,628	1,369	-15.9%	3.0%
<i>Murphys CDP</i>	2,213	1,884	-14.9%	4.2%
<i>Rail Road Flat CDP</i>	475	369	-22.3%	0.8%
<i>Rancho Calaveras CDP</i>	5,325	5,736	7.7%	12.8%
<i>San Andreas CDP</i>	2,783	2,829	1.7%	6.3%
<i>Vallecito CDP</i>	442	573	29.6%	1.3%
<i>Valley Springs CDP</i>	3,553	3,631	2.2%	8.1%
<i>Wallace CDP</i>	403	682	69.2%	1.5%
<i>West Point CDP</i>	674	743	10.2%	1.7%

Source: 2010 Census; American Community Survey 5-Year Estimates (2010-2014)

Figure 1 shows that the greatest population densities in Calaveras County are located in the western portion of the county, generally below the snow line. These areas include Valley Springs and Rancho Calaveras, West Point, San Andreas, and the Highway 4 corridor between Murphys and Arnold.

Figure 1. Population Density Map



Recent estimates for the transit-dependent indicators by community are made available through the Census Bureau’s American Community Survey five-year estimates (2010-2014), as presented in Table 2.

Approximately 17 percent of the population residing in Calaveras County is between the ages of 6 and 19 (**youth**), which is slightly lower than the State at 20 percent. The proportion of the youth population tends to be higher in the more populated communities including Rancho Calaveras, Valley Springs, and Copperopolis. This suggests younger families are residing in communities toward the western end of the county, closer to more urbanized areas outside the county.

Over 10,000, or approximately 23 percent, of Calaveras County residents are considered **seniors** (age 65 and above), which is double the percentage of seniors who make up the States population. The California Department of Finance (DOF) estimates indicate that the population age

65 and older is going to increase significantly over the next twenty years. By 2030, it is anticipated that 30 percent of Calaveras County’s population will fit into this category.

Low-income individuals are another likely consumer demographic for transit services, as measured by the number of persons living 150 percent below the federal poverty level. Approximately 18 percent of the County’s population is considered **low-income**. Although overall population levels are relatively low in the areas surrounding West Point, nearly 38 percent of residents in West Point are below the poverty level.

The percentage of total households in Calaveras County **without access to an operable vehicle** in 2010 was estimated to be four percent of the population, which is a lower percentage than the State at nearly eight percent. Communities with the highest percentage of zero-vehicle households were found in Murphys, San Andreas, Valley Springs and Angels Camp, which are the more densely population communities.

The 2014 American Community Survey estimated approximately 18 percent of residents in Calaveras County have a disability. This is almost double the percentage of those with a disability in the State.

Table 2. Transit Dependent Indicators: Age, Income, Auto Ownership, Disability Status

City, County, or Census Designated Place	Age		Low-Income	Disability Status	Auto Ownership
	Youth (Ages 5-19)	Seniors (Age 65 and older)	Population Below 150% Federal Poverty Level	Population (Civilian Non-Institutionalized) with a Disability	Households with No Vehicles
California	20.5%	12.1%	26.3%	10.3%	7.8%
Calaveras County	16.6%	23.3%	18.6%	18.6%	4.1%
Angels city	11.2%	26.5%	25.1%	25.5%	8.9%
Arnold CDP	12.0%	29.9%	16.8%	19.7%	4.8%
Avery CDP	11.0%	38.9%	35.8%	23.0%	0.0%
Copperopolis CDP	19.4%	18.8%	16.4%	13.6%	2.6%
Dorrington CDP	0.3%	47.6%	6.9%	11.2%	0.0%
Forest Meadows CDP	11.9%	27.3%	3.6%	9.9%	5.7%
Mokelumne Hill CDP	11.3%	19.5%	2.0%	6.8%	0.0%
Mountain Ranch CDP	15.0%	22.9%	23.2%	25.1%	0.0%
Murphys CDP	16.4%	33.3%	16.8%	17.9%	8.3%
Rail Road Flat CDP	14.4%	42.0%	42.0%	13.6%	0.0%
Rancho Calaveras CDP	23.5%	14.4%	11.6%	16.8%	0.0%
San Andreas CDP	14.8%	21.7%	17.3%	28.4%	8.8%
Vallecito CDP	25.5%	19.9%	26.4%	13.4%	0.0%
Valley Springs CDP	20.8%	18.4%	19.4%	15.0%	6.1%
Wallace CDP	0.0%	17.7%	20.1%	12.9%	0.0%
West Point CDP	15.7%	38.8%	54.1%	37.9%	2.4%

Source: 2010-2014 American Community Survey - US Census Bureau

CHAPTER 3 ADEQUACY OF TDA FUNDED TRANSIT SERVICES

System Overview, 2016 SRTP, Calaveras Transit Adequacy, and Alternative Public Transportation Services

In Calaveras County, public transit services receiving TDA funds are provided by the Calaveras Transit Agency through Calaveras Connect. Calaveras Connect provides deviated fixed route service throughout the unincorporated areas of Calaveras County and within the City of Angels Camp.

Calaveras Connect System Overview

Calaveras Connect is the only public transit service in Calaveras County and is administered by the Calaveras Transit Agency (CTA). Calaveras Connect is operated through a contract with Paratransit Services.

Calaveras Connect currently provides service to various communities within Calaveras County: Arnold, Avery, Murphys, Vallecito, Angels Camp, Copperopolis, San Andreas, Mokelumne Hill, Valley Springs, Rancho Calaveras, Rail Road Flat, West Point, and Mountain Ranch. Calaveras Transit also serves stops in adjacent Amador County (Jackson and Sutter Creek) and Tuolumne County (Columbia College).

Route deviations are available for the general public up to three-fourths mile from existing routes where roads are adequate for safe bus movement. Reservations are prioritized based on the needs of elderly and disabled individuals.

Some routes and route segments are operated on demand. The operations contractor is responsible for receiving and prioritizing requests for service on these route segments.

In fiscal year 2018/19, Calaveras Transit Agency operated 11,923 vehicle service hours, 314,493 vehicle service miles, and recorded 38,735 passenger trips.

The regular Calaveras Connect routes operate Monday through Friday, generally between the hours of 5:20 a.m. and 8:20 p.m. The Saturday Hopper operates between San Andreas and Arnold every Saturday between the months of February and November. Seasonal service is also provided for community events including the Calaveras County Fair and Jumping Frog Jubilee, the Angels Camp Mark Twain Wild West Fest (October), and Ironstone summer concert series.

Out of County service to Stockton was introduced in January of 2016. The Delta Gold Line offered twice daily trips from San Andreas to Stockton. It was discontinued in July 2017 due to low ridership and high operating costs.

Existing Routes

Deviated Fixed Route Service

Calaveras Connect routes are described below:

Red Line: The Red Line is the system's main line, extending from State Route 26 at Vista del Lago (La Contenta Plaza) to Angels Camp nine times daily, with extension to Columbia College in Tuolumne County eight times daily. The Red Line makes timed connections with Tuolumne County Transit at Columbia College. The first bus leaves San Andreas at 5:20 a.m. and the last bus returns to Valley Springs at 7:40 p.m. Buses run at 90-minute headways.

Blue Line: The Blue Line runs between Angels Camp and Arnold six times a day between 5:40 a.m. and 8:20 p.m. It makes timed connections to the Red Line and Copper Line in Angels Camp to enable riders to travel to other designations in and out of county.

Copper Line: The Copper Line has four round trips daily from Angels Camp to Copperopolis. This deviated fixed route has time built in to accommodate requests for service to the residential streets off Copper Cove Drive (Feather Drive, Black Creek Drive, Cheyenne Road, Sawmill Road, etc.). Transit also responds to requests for rides south on Little John Road as far as Moccasin Court to serve residents of Copper Cove Subdivision. The Copper Line connects with the Red Line and Blue Line in Angels Camp.

Purple Line: The Purple Line serves the communities of Rail Road Flat, Mountain Ranch, San Andreas, Mokelumne Hill, Jackson, and now Sutter Hill Transit Center in Sutter Creek. The Purple Line has two daily runs to Mountain Ranch (extended on-demand to Rail Road Flat). In addition to providing connection to Amador Transit, this route serves the Sutter Hill Transit Center which connects directly to the Sacramento Express bus. On-demand requests can be made for pick-up and drop-offs to the Sutter Amador Hospital in Jackson. This route makes timed connections with the Red Line in San Andreas.

Green Line: The Green Line provides service between West Point and San Andreas via State Route 26 and between Rail Road Flat and San Andreas. It is available on Mondays and Wednesdays by request only, with a choice of three departure times from West Point and one departure time from Rail Road Flat. This route enables riders to connect to the Red Line on those days as well as the Food Bank in San Andreas. Requests need to be made to Calaveras Connect customer service by 4 p.m. the previous work day.

Saturday Hopper: The Saturday Hopper provides eight trips each Saturday, every hour, from February 16 through November 2. The Hopper provides hourly trips between Angels Camp and Arnold, with stops in Murphys. Limited trips are provided to San Andreas, including two trips in the morning from San Andreas to Angels and two trips in the evening back to San Andreas.

Figure 4. Current Calaveras Connect Fixed Route System Map



Fares

Discounted fares are available for seniors (65+), persons with a disability, and Veterans. Students are excluded from discounted fare; however Monthly Passes are available for students at a discounted rate of \$45.00. A Pilot Program to provide unlimited rides for Columbia College students will begin August 15, 2019. Children under 6 with a fare paying adult ride free.

Transfers to and from Amador Transit and Tuolumne County Transit require regular fare.

CALAVERAS TRANSIT FIXED ROUTE FARES				
Fares	Regular	Students	Discounted	Youth (7-12 years)
One-Way Base Fare*	\$2.00	\$2.00	\$1.00	\$0.50
All-Day Pass	\$5.25	\$5.25	N/A	N/A
Ticket Book (15 Tickets)	\$28.00	\$28.00	\$14.00	N/A
Monthly Pass**	\$60.00	\$45.00	\$40.00	N/A
Children Under 6	Free (with fare paying adult)			
Zone Change*	\$0.25	\$0.25	\$0.25	N/A
Saturday Hopper	\$3.00	N/A	\$1.50	\$0.50

*Passengers traveling within one (1) zone pay the base fare. Passengers wishing to travel into another zone are required to pay an additional \$0.25 per zone. There are seven zones of travel:

- Zone 1 – Between San Andreas and Valley Springs
- Zone 2 – Between San Andreas and Jackson
- Zone 3 – Between San Andreas and West Point
- Zone 4 – Between San Andreas and Angels Camp
- Zone 5 – Between Angels Camp and Copperopolis
- Zone 6 – Between Angels Camp and Arnold
- Zone 7 – Between Angels Camp and Columbia College

** The monthly pass is also valid on the Saturday Hopper.

Holidays

Calaveras Connect does not operate on the following holidays:

New Year's Eve/Day	Veterans Day	Independence Day
Presidents Day	Thanksgiving	Labor Day
Martin Luther King Jr. Day	Day after Thanksgiving	
Memorial Day	Christmas Eve/Day	

Holidays falling on weekends are observed on the nearest weekday.

Americans with Disabilities Act (ADA)

Calaveras Transit Agency is in full compliance with the requirements of the Americans with Disabilities Act (ADA). Persons with disabilities have an opportunity to receive ADA certification from Calaveras Connect to become eligible for the discounted fare. Calaveras Connect also makes available on-demand pickups three-quarters of a mile from any fixed route with priority consideration for seniors (65+) and eligible persons with a disability. Additionally, all Calaveras Connect vehicles are wheelchair accessible and ADA compliant.

Recent Planning Efforts

Short Range Transit Plan (SRTP) 2016

On January 6, 2016 the CCOG accepted the 2016 Calaveras Transit Short Range Transit Plan (SRTP), updating the previous SRTP adopted in 2009. The primary purpose of the SRTP is to guide the development of Calaveras Transit services in order to provide improved mobility for Calaveras County residents and visitors over the next five years.

The SRTP update began in December of 2013, reflecting two years of planning and collaboration with County, City, and CCOG staff. The SRTP update was extensive and included additional work outside the scope of a traditional SRTP to further evaluate and explore existing system performance and out of the box options for efficiency improvements. An organizational assessment was conducted as part of the Transit Maintenance and Organizational Analysis completed in September 2014. A key question was whether the existing organizational structure is capable of achieving the goals and minimum performance standards for the cost and service efficiencies recommended above.

Recommendations from the SRTP were made to make Calaveras Transit a much more efficient operation, enabling phased-in service improvements to meet the increasing needs for public transportation in Calaveras County. Three financial scenarios were developed in the SRTP to help bracket the potential financial outcomes over the next five years. For each scenario, assumptions were made about operating costs and operating revenues for Calaveras Transit. The three scenarios included: 1) Budget Trends Scenario, 2) County Efficiency Scenario, and 3) Transit First Scenario. Under the Transit First Scenario, a new organizational structure, the Calaveras Transit Agency, was recommended in order to provide the necessary leadership to enable Calaveras Transit to achieve its full potential in meeting customer mobility needs in a more cost-effective manner.

To provide the necessary revenues for needed expansion of transit services, the SRTP recommended that all applicable Local Transportation Funds (LTF) be utilized for transit purposes, instead of the current mix of streets and roads and transit purposes. A recommended service monitoring program recommended performance standards to ensure that any phased expansion of service is financially sustainable over time.

In April 2017, Calaveras County implemented service changes including increased frequency on the main line (now designated the Red Line) and improved connectivity between the feeder routes and the Red Line. Additional services were added to Copperopolis, and service to the West Point area was restructured to on-demand offering more times on fewer days. Underperforming routes to

Burson, Rancho Calaveras, and Stockton were eliminated. In addition to service changes, the County renamed “routes” to “lines” and designated a color to each line.

In the fall of 2017, the City of Angels and County of Calaveras began discussions regarding the formation of a Joint Powers Agency (JPA) to manage the transit system. These discussions were informed by the results of the SRTP and study regarding organizational structures. A JPA was executed between the City and County on March 6, 2018 to form the Calaveras Transit Agency (CTA). A Transition Plan was developed, outlining the process by which the public transportation system would be transitioned from the County Department of Public Works to the new Agency. The CTA began operation of the Calaveras Transit system on July 1, 2018.

In September 2018 the CTA implemented minor service changes to address timing issues and connections between routes and with neighboring transit systems. Recognizing major changes were recently implemented in 2017, the goal of these changes was to be minor and focused on addressing technical issues that were cost neutral. The CTA also implemented a rebranding effort in May of 2019, rebranding Calaveras Transit to Calaveras Connect. Goals of this effort included changing perception of transit services in calaveras, increasing awareness, and enhancing public access and information to services.

At the time of this writing an update to the SRTP is in progress, with anticipated adoption by Spring of 2020.

Adequacy of Calaveras Transit Services

The 2014 Coordinated Public Transit-Human Services Transportation Plan (“Coordinated Plan”) identified the mobility needs of individuals most likely to be transit-dependent such as older adults, persons with disabilities, and low-income individuals. The mobility needs and gaps identified indicated a need for out-of-county medical transportation services above all others. Three of the top four most common trip needs noted by stakeholders were to do with medical needs. Beyond medical trips and trips to doctors, shopping trips were the next most commonly noted mobility need. Many agencies noted this as a need for the people they serve and one that is not adequately addressed. Finally, a lack of knowledge about services at that time, including Calaveras Transit, was a concern and hindrance to mobility in the eyes of many stakeholders.

For intra-county trips, a lack of service frequency is also seen as a barrier to mobility. When individuals have short appointments to check medications or other activities which do not require much time, the service frequencies and long waits between buses make public transit a less than ideal service option, particularly for those who have a disability or mobility difficulties.

In terms of overall mobility needs, these fell into five categories representing the gaps in the existing transportation programs of Calaveras County:

1. Needs for improvements to Calaveras Transit;
2. Significant out-of-county trip needs;
3. Transportation-related partnership interests and opportunities;
4. Safe pedestrian access; and
5. Information needs.

Calaveras Connect serves most communities in the county located within a reasonable distance from San Andreas and Angels Camp. Some remote, less populated areas of the county are either not served, or have limited “life line” service. The West Point, Mountain Ranch, and Rail Road Flat communities make up a small portion of the County’s total population, however have high transit dependency and continue to have unmet needs each year that are not reasonable to meet through public transit service.

Currently, Calaveras Connect provides three trips a day on Mondays and Wednesdays to West Point and on-demand trips to Rail Road Flat and Mountain Ranch Monday through Friday, offering route deviations up to three-quarters of a mile. The fixed route service has not proven cost effective to this area of the county given the low ridership and travel distance from central portions of the county. In addition, route deviations (from the main highway/road) in these remote locations are many times not operationally feasible for transit vehicles to access given the mountainous terrain and unpaved and narrow roads.

Out-of-county trip needs were evaluated through the Intercity Transit Service Feasibility Study, completed in May of 2014. The Study evaluated the feasibility of an intercity service from Calaveras to an urbanized area and recommended service to Stockton from San Andreas via State Route 26 through Valley Springs. Based on this recommendation, Calaveras County applied for and received a Federal Transit Administration 5311(f) grant to fund the capital purchase of a bus and three years of operating assistance to implement the service. Calaveras Transit introduced the Delta Gold Line in January of 2016, offering two round trips a day between San Andreas and Stockton, traveling through Valley Springs, Rancho Calaveras and Linden. This service was eliminated in July 2017 due to a lack of ridership.

At the time of this writing, an update to the Coordinated Plan is in progress, with anticipated adoption by Spring of 2020.

Description of Other Transportation Service Providers in Calaveras County

Transportation in Calaveras County is also provided through non-profit organizations and private businesses. Many of the agency-provided transportation are limited to specific program participants or clients. These range from social and human service agencies to medical facilities and private taxi companies and are summarized in three categories: 1) Human Service Agency Transportation Providers, General Public; 2) Human Service Agency Transportation, Client or Program Specific; 3) Other Transportation Services.

Human Service Agency Transportation Providers

Volunteer Center

The Volunteer Center, a 501(c)3 non-profit organization since the early 1980s, was formed for the purpose of fulfilling unmet needs, to provide information and resource referrals, and to sponsor a volunteer transportation program for Calaveras County vulnerable residents. Rides are provided by volunteers using their personal vehicles, are reimbursed from private donations and Volunteer Center general funds as/if requested. Requested rides focus on life-sustaining destinations such as medical appointments, the grocery store, post office, etc. The Volunteer Driver Program currently logs about 750 annual transports, serving approximately 200 individuals.

The Volunteer center also encourages a patient driven Carpool-to-Dialysis program to empower patients and share family resources. Patients are encouraged to talk with their dialysis clinic to inquire about potential convenient ride connections. The Volunteer Center is happy to assist with those conversations.

The Volunteer Center is currently working with the community to develop a Volunteer Center Campus for the purpose of bringing the community together. We believe that "When Community Comes Together, Magic Happens".

Additionally, in response to potential public emergencies, the Volunteer Center is working with communities and the county to provide an evacuation venue, and assist in disaster emergency preparedness plans. One goal is to train residents to identify their role in a public emergency or disaster. Individually and collectively, we the public, by being prepared in advance, are part of the solution and can help prevent an emergency from becoming a disaster. We must each know what to do, when to do it, and how to prepare in advance.

Common Ground Senior Services

Common Ground Senior Services is a private non-profit agency formed in 2000 to assist older adults, individuals with disabilities, and veterans. Services provided include the home-delivered Meals-on-Wheels program and non-emergency health and wellness transports. The agency offers transports through their Silver Streak Transportation program to individuals unable to utilize traditional transportation options. In Fiscal Year 2018-2019, Silver Streak provided over 2,400 transports to approximately 157 individuals. Additionally, the program provided shuttle services to multiple community events, transporting over 475 individuals.

The organization has contracts to provide transports with the Caltrans 5310 Program, LogistiCare (Medi-cal broker), the local Area Agency on Aging, Calaveras Health and Human Services, Amador Probation Department, and Valley Mountain Regional Center.

Common Ground actively participates with the Office of Emergency Services and is part of their Calaveras Emergency Response Team and has provided evacuation transports. Staff of Common Ground was instrumental in the development of the Central Sierra VOAD (Volunteers Active in Disaster).

Human Service Agency Transportation, Client or Program Specific

Arc of Amador and Calaveras Counties

The Arc of Amador and Calaveras counties is a private non-profit organization and is a vendor of Valley Mountain Regional Center and the California Department of Rehabilitation. The Arc provides day programs, recreation programs, and Supported Employment and Supported Living Services in Calaveras County for persons who have a developmental disability. The Day program provides life skills, computer skills, relationship skills, and work opportunities. These services operate 7 days a week, 24 hours per day.

The Arc Supported Living Service provides assistance to adults with intellectual and developmental disabilities in developing a plan to move into a home, finding housing or roommates, accessing community resources, transportation advocacy and training, money management, shopping skills, home and community safety, hiring and coordinating In Home Support Services, securing and getting to medical and dental appointments. The program currently serves seven individuals in Calaveras County. Program participants are highly encouraged to utilize generic resources such as Calaveras Connect whenever possible. Arc staff provide transportation to clients using two wheelchair accessible minivans and 1 car.

The Arc Supported Employment Program provides assistance to adults with intellectual and developmentally disabilities in finding and retaining paid employment. The Arc's Supported Employment program emphasizes individual placement opportunities in retail services, janitorial services, grocery stores, general labor, restaurants, and more. Employment Specialists provide mobility training to individuals and encourage the use of generic and natural supports such as CCT, friends, and coworkers. The Arc currently provides ongoing employment services to 6 clients in Calaveras County in addition to general Department of Rehabilitation service referrals (client numbers vary).

Door-to-door transportation to the program in San Andreas is provided by Blue Mountain Transit (a private contractor) through contract with Valley Mountain Regional Center. Valley Mountain Regional Center also purchases tickets and/or monthly passes for those who live in areas served by CCT. Currently 11 people are using CCT to attend Arc 3 or more days per week. Use of public transit is always the first transportation considered for purchase by Valley Mountain Regional Center whenever routes/service compatible with program days M-F 9:00-3:00.

Arc staff provides transportation for program activities using five minivans, one of which is wheelchair accessible. Community service program hours run from 9:00 AM to 3:00 PM Monday through Friday. There are from 35 to 40 average daily attendees at the Calaveras County program. The Arc purchases approximately \$120 in tickets each month on Calaveras Transit for people who are served by Arc, (this is in addition to the passes and tickets purchased by Valley Mountain

Regional Center). Arc staff has mentioned that there are classes and activities available in Murphys, Jackson and Valley Springs that people who are served by Arc would like to attend; however the Calaveras Transit schedule does not arrive or depart at the right time.

Calaveras County Behavioral Health

The Behavioral Health Department provides approximately 2,400 annual trips to a consumer caseload of almost 650 persons. This is accomplished with six drivers operating six vehicles. Trip purposes include participation in DUI classes, the Drop-in Center, group meetings, medication appointments and court. The Behavioral Health Department also facilitates transportation through the distribution of Calaveras Transit passes, estimated at \$500 annually.

Calaveras County Office of Education

The Calaveras County Office of Education operates school district buses for daily school transportation. CCOE purchases bus passes to meet the need for after school, summer school and ROP trips. Its Mentoring Program provides some limited transportation to youth participating in its activities, largely through staff-provided transport.

Calaveras County Probation Department

The Calaveras County Probation Department regularly purchases Calaveras Transit bus tickets for distribution to both juvenile and adult offenders in the probation system. Bus tickets are distributed on an as-needed basis to probation-related appointments and work program participation (weekend and after-school community service placements for juveniles), but may also be provided for other needs, such as transportation to medical appointments. Probation Department staff work to coordinate appointments with transit service schedules.

The Department also provides transportation to offenders in the probation system using two county vehicles. The Department is providing approximately 3,000 annual trips and subsidizes the distribution of bus passes up to \$12,000 per year. Transportation needs vary from daily treatments, training and group activity, and probationary check-in visits at the Day Reporting Center.

CalWORK's

CalWORK's is a welfare program that gives cash aid and services to eligible California families with limited means. CalWORK's does not directly provide transportation but provides bus passes and auto-related expense assistance to a consumer caseload of approximately 300, of which 50% are estimated to be transit dependent.

Salvation Army

The Salvation Army provides bus passes for Calaveras Transit to low-income clients to travel to medical appointments and office visits through its HRC Community Services unit.

The Resource Connection (TRC) is a private, non-profit human service agency which has been serving California's central Sierra Foothill communities since 1981. The agency offers a variety of programs: Childcare Resources, Head Start, Calaveras Crisis Center, Mother Lode Women Infant Children Program and Community Services/Food Bank. Two specific programs involving transportation services are **Head Start** and **TRC Community Services/Salvation Army**.

Agencies That Provide Funding Support

Area 12 Agency on Aging

The A12AA is a Joint Powers Agency between Calaveras, Tuolumne, Amador, Alpine and Mariposa counties that provides funding to community senior service providers who serve the 60-plus population. The A12AA provides information to seniors about available transportation services and produced a Youtube video on using transit. Also supports the new mileage reimbursement TripTrans program in Tuolumne County.

Valley Mountain Regional Center (VMRC)

The VMRC purchases and organizes services for people with developmental disabilities, and has an estimated caseload of 400 individuals. The goal of VMRC is to help persons with developmental disabilities be self-sufficient and lead productive and fulfilling lives through programs such as clinical and diagnostic services, adult day programs, behavior intervention, employment support, and respite services. VMRC contracts with vendors such as Arc for these services. VMRC provides transportation for individuals with developmental disabilities to participate in Arc and WATCH programs through a contract with Blue Mountain Transit. Transportation is also provided by vendors for participation in vendor programs.

Other Transportation Services

Taxi Services

Murphys Taxi Service, Copper Cab, and 49er Cab Company provide private taxi service in Calaveras County. Amador Pioneer Cab based out of Jackson provides limited service in Calaveras County.

Amtrak

The closest Amtrak stations to Calaveras County are located in Stockton and Lodi.

Greyhound

Lodi Station is also the closest Greyhound Station. Four departures are available daily to Los Angeles or San Francisco.

CHAPTER 4 COMMUNITY OUTREACH

Public Hearings and Community Outreach

Public Hearings and Community Outreach

Transportation Development Act (TDA) legislation requires that each year at least one Unmet Transit Needs Hearing be conducted to collect feedback on the existing transportation services that are being offered using Local Transportation Funds (LTF). This public forum allows the Calaveras Council of Governments (CCOG), as the Regional Transportation Planning Agency (RTPA), an opportunity to document the comments of those individuals who are currently using transit services or are unable to do so because current services don't meet their needs.

In an effort to provide several opportunities to provide input, two Public Hearings were held at the following dates and locations:

- Public Hearing, April 3, 2019, Calaveras Council of Governments Board Meeting, Board of Supervisors Chambers
- Public Hearing, April 16, 2019, City of Angels Camp City Council Meeting, Angels Camp Fire Station

In addition to published notices, the announcements were also placed on Calaveras Connect vehicles, announced on Calaveras Connect Facebook page, and emailed to community social service agencies. See Appendix D for proof of publication.

Further input was gathered in the form of written or verbal communication from members of the community. A *Request for Public Comments* form was circulated by the CCOG, Calaveras Connect staff and buses, CCOG website, social service agencies and at public hearings.

CHAPTER 5 ANALYSIS OF COMMENTS RECEIVED

Definitions and Analysis of Public Testimony

Definitions of “Unmet Transit Needs” & “Reasonable to Meet”

The analysis of public comments and determination of needs are based on the adopted definition of “Unmet Transit Needs”. The Social Services Transportation Advisory Council (SSTAC) evaluates each need based on the adopted “Reasonable to Meet” criteria. These definitions were adopted by the Calaveras Council of Governments Board on February 5, 2014 (See Attachment A).

An “Unmet Transit Need” is defined as:

Public transit or specialized transportation services not currently provided for persons within Calaveras County who have no reliable, affordable, or accessible transportation for necessary trips. Necessary trips are defined as those trips which are required for the maintenance of life, education, access to social service programs, health, physical and mental well-being, including trips which serve employment purposes. The size and location of the group must be such that a service to meet their needs is feasible within the definition of “reasonable to meet” as set forth below.

Unmet needs may include needs for transportation services which are identified through the annual unmet transit needs process, or by the Social Services Transportation Advisory Council (SSTAC) which are not yet implemented or funded. The consideration of unmet transit needs is not limited to the abovementioned methods. It is the practice of the Calaveras Council of Governments to consider input relative to transit needs from any group or member of the public wishing to express such needs.

The definition excludes:

1. Minor operational improvements or changes, involving issues such as bus stops, schedules, and minor route changes which are being addressed by routine or normal planning process,
2. Improvements funded or scheduled for implementation in the fiscal year following the Unmet Transit Needs Hearing, and
3. Future transportation needs.

“Reasonable to Meet” is established according to the following criteria-

- A. Financial Feasibility.** 1) The proposed transit service, if implemented or funded, would not cause the responsible operator or service claimant to incur expenses in excess of the maximum allocation of Transportation Development Act (TDA) funds, State Transit Assistance, FTA 5311 funds, and other transit specific monies as may become available. 2) The proposed service, if implemented or funded, would not affect the responsible operator or service claimant’s ability to

meet the required system-wide farebox revenue-to-operating cost ratio of 10%. 3) Proposed transit system expansion must be monitored and evaluated after 6 months of operation (or other approved period of review) by the CCOG board.

- B. Cost Effectiveness.** Supporting data demonstrates sufficient ridership and revenue potential exists for the new, expanded or revised transit service to meet or exceed the required farebox revenue-to-operating cost ratios on a stand-alone basis; except in case of an extension of service determined to be a necessary lifeline service for transit-dependent populations. Furthermore, cost-per-passenger is reasonable when compared to the level of service provided, benefit accrued to the community and to existing service cost-per-passenger.
- C. Community Acceptance.** There is sufficient public support for the proposed transit service, as indicated through the annual public hearing process.
- D. Equity.** The proposed transit service would benefit either the general public or the elderly and disabled population as a whole. Transit Service will not be provided favoring one group at the exclusion of any other.
- E. System Impact.** It has been demonstrated to the CCOG Board that the proposed transit service combined with existing service will allow the system to meet or exceed performance standards such as the cost-per-passenger trip, cost-per-service-hour, passenger trips-per-service hour, passenger trip-per-service mile, on time performance and vehicle service hours-per-employee. The proposed service does not duplicate transit services currently provided either publicly or privately. The proposed service is in response to an existing rather than a future need.
- F. Operational Feasibility.** There are adequate roadways and turnouts to safely accommodate transit vehicles.
- G. Availability of Services Provided.** A qualified contractor is available to implement the service.

Analysis of Public Testimony

All comments received during this process and throughout the year are recorded on the Unmet Transit Needs Matrix. This Matrix is reviewed by the Social Services Transportation Advisory Council (SSTAC). The SSTAC met on May 23, 2019 to review each comment and make a determination as to whether each comment is considered an “unmet transit need” based on the adopted definition, and if so, if the comment meets the criteria to be considered “reasonable to meet”. The request only needs to fail one of the adopted criteria to be eliminated. All requests have been delineated into categories that appropriately determine how the request will be addressed, why the request failed to be evaluated or how the current schedule already meets the requested action.

There were two (2) survey forms/written requests submitted and one comment received via phone call that was documented. There were three (3) Unmet Transit Needs, none of which were determined Reasonable to Meet based on the definition.

CCOG recognizes that not all transit desires can or should be met. Issues that are minor operational issues or complaints will be referred to the transit operator for further investigation. The analysis of the proposed needs by SSTAC becomes the foundation for the report. The SSTAC and CCOG shall consider potential needs based upon the adopted definition of "Unmet Transit Needs". Recommendations for needs that are reasonable to meet must be based upon the adopted "Reasonable to Meet Criteria".

Table 4. Unmet Transit Needs Matrix

		Reasonable to Meet Criteria											
Comments received via Survey forms, email, public hearings, and community meetings.		# of Requests	Meets the Definition of an Unmet Transit Need?	Financial Feasibility	Cost Effectiveness	Community Acceptance	Equity	System Impact	Operational Feasibility	Availability of Service Provider	Specifically Excluded	Already Met	Notes
New Service													
1	Stockton Service - To connect with Amtrak	2	Yes	No				No	No	No			Calaveras County initiated service to Stockton in 2016 and discontinued the service in 2017 due to low ridership. The Calaveras Transit Agency has initiated a Short Range Transit Plan Update and Coordinated Plan update concurrently, to be adopted by end of FY 19/20. These efforts will evaluate demand for such service extensions as well as opportunities for partnership with agencies to fill gaps public transit is not able to serve.
Service Area / Route Extension													
	None												
Service Frequency / Scheduling / Span (hours)													
2	Scheduling focused around College is problematic, Adult individual finds connections are too late to accommodate her work schedule	1	No								X		Calaveras Transit Agency implemented schedule changes in September of 2018 to make timed transfers with Tuolumne County Transit routes at Columbia College to Sonora.
Minor Operational Improvements (bus stops, schedules, etc.)													
	None												
Other Miscellaneous Requests / Comments													
3	Need for dial-a-ride, curbside service in Calaveras County for those that need medical Services and cannot walk and these weather conditions or have ambulatory problems in general and need to be able to count on consistency.	1	Yes	No				No	No	No			Calaveras Transit Agency provides deviated fixed-route, wherein passengers needing special accommodations can request a pick-up or drop-off (curbside) as long as it's within 3/4 of a mile of a regular route and is a location that can be accessed by the bus. Dial-a-Ride service was historically provided by Calaveras Transit but was eliminated due to cost-effectiveness and impact to the system. Evaluation of need and feasibility will be conducted through the current Short Range Transit Plan Update and Coordinated Plan update, to be adopted by end of FY 19/20.
		4											

CHAPTER 6 UNMET TRANSIT NEEDS FINDINGS AND RECOMMENDATIONS

Summary of Findings, SSTAC Review, Recommendations

Summary of Findings

After consideration of all testimony received during the 2019/20 Unmet Transit Needs process, CCOG finds:

There are currently no “Unmet Transit Needs” that are “Reasonable to Meet”.

Social Services Transportation Advisory Council Review

The Social Services Transportation Advisory Council (SSTAC) met on May 23, 2019 to review all public comments and make a recommendation. CCOG staff developed the Unmet Transit Needs Findings Report based on these findings and recommendations and provided to the SSTAC for their review of the draft report.

Recommendations

A recommendation to accept the Unmet Transit Needs Assessment for the 2019/20 fiscal year is made to the CCOG Board. Although no Unmet Transit Needs were found Reasonable to Meet, the SSTAC recognizes the CCOG is currently updating the Coordinated Public Transit-Human Services Transportation Plan and seeks recommendations from that process to address ongoing unmet needs.

ATTACHMENT A

Resolutions Adopting “Unmet Transit Need” and “Reasonable to Meet” definitions

**CALAVERAS COUNCIL OF GOVERNMENTS
COUNTY OF CALAVERAS
State of California
February 5, 2014**

RESOLUTION NO. FY 14-22

A RESOLUTION ADOPTING DEFINITIONS OF "Unmet Transit Needs"

WHEREAS, pursuant to Article 8, Section 99401.5 of the Public Utilities Code, the Regional Transportation Planning Agency (RTPA) is required to consider and make findings regarding the adequacy of all transportation services throughout Calaveras County on an annual basis; and

WHEREAS, pursuant to Article 8, Section 99401.5(c) the RTPA is required to adopt definitions of "Unmet Transit Needs" and "Unmet Transit Needs that are Reasonable to Meet"; and

WHEREAS, the Social Services Transportation Advisory Council (SSTAC) has reviewed and adopted the definition of "Unmet Transit Needs."

THEREFORE, BE IT RESOLVED, by the Calaveras Council of Governments, that the existing definition of "Unmet Transit Needs" be read as follows:

"Public transit or specialized transportation services not currently provided for persons within Calaveras County who have no reliable, affordable, or accessible transportation for necessary trips. Necessary trips are defined as those trips which are required for the maintenance of life, education, access to social service programs, health, physical and mental well-being, including trips which serve employment purposes. The size and location of the group must be such that a service to meet their needs is feasible within the definition of "reasonable to meet" as set forth below."

"Unmet needs may include needs for transportation services which are identified through the annual unmet transit needs process, or by the Social Services Transportation Advisory Council (SSTAC) which are not yet implemented or funded. The consideration of unmet transit needs is not limited to the abovementioned methods. It is the practice of the Calaveras Council of Governments to consider input relative to transit needs from any group or member of the public wishing to express such needs."

BE IT FURTHER RESOLVED, that the Calaveras Council of Governments hereby defines "Unmet Transit Needs" to specifically exclude: 1) Minor operational improvements or changes, involving issues such as bus stops, schedules, and minor route changes which are being addressed by routine or normal planning process; 2) Improvements funded or scheduled for implementation in the fiscal year following the Unmet Transit Needs Hearing; and 3) Future transportation needs.

The foregoing resolution was duly passed and adopted by the Calaveras Council of Governments at a regular meeting thereof, held on the 5th day of February 2014 by the following vote:

AYES: Hemminger, Potne, Kulm, Morris, Stein, Gomes

NOES:

ABSENT: Edson

ABSTAIN:



*Chair
Calaveras Council of Governments*

Attest:


*Melissa Raggio, Clerk to the Council
Calaveras Council of Governments*

**CALAVERAS COUNCIL OF GOVERNMENTS
COUNTY OF CALAVERAS
State of California
February 5, 2014**

RESOLUTION NO. FY 14-23

A RESOLUTION ADOPTING DEFINITIONS OF "Unmet Transit Needs that are Reasonable to Meet"

WHEREAS, Section 99401.5(d) of the Public Utilities Code recognizes that it may or may not be possible for a rural jurisdiction to reasonably meet any or all of the "Unmet Transit Needs" as defined in Resolution No. FY 14-22; and

WHEREAS, for the purposes of making findings regarding the level of funding for "Unmet Transit Needs", Section 99401.5(c) of the Public Utilities Code requires that the Regional Transportation Planning Agency (RTPA) adopt a definition of "Reasonable to Meet"; and

WHEREAS, Section 99401.5(c) also states that a determination of "Reasonable to Meet" shall not be (1) based solely on the availability of resources; or (2) based on a comparison of unmet transit needs relative to the need for local streets and roads;

THEREFORE, BE IT RESOLVED, by the Calaveras Council of Governments, that findings of "Unmet Transit Needs that are Reasonable to Meet" will be based on analysis using the following criteria:

- A. Financial Feasibility.** 1) The proposed transit service, if implemented or funded, would not cause the responsible operator or service claimant to incur expenses in excess of the maximum allocation of Transportation Development Act (TDA) funds, State Transit Assistance, FTA 5311 funds, and other transit specific monies as may become available. 2) The proposed service, if implemented or funded, would not affect the responsible operator or service claimant's ability to meet the required system-wide farebox revenue-to-operating cost ratio of 10%. 3) Proposed transit system expansion must be monitored and evaluated after 6 months of operation (or other approved period of review) by the CCOG board.
- B. Cost Effectiveness.** Supporting data demonstrates sufficient ridership and revenue potential exists for the new, expanded or revised transit service to meet or exceed the required farebox revenue-to-operating cost ratios on a stand alone basis; except in case of an extension of service determined to be a necessary lifeline service for transit-dependent populations. Furthermore, cost-per-passenger is reasonable when compared to the level of service provided, benefit accrued to the community and to existing service cost-per-passenger.
- C. Community Acceptance.** There is sufficient public support for the proposed transit service, as indicated through the annual public hearing process.
- D. Equity.** The proposed transit service would benefit either the general public or the elderly and disabled population as a whole. Transit Service will not be provided favoring one group at the exclusion of any other.
- E. System Impact.** It has been demonstrated to the CCOG Board that the proposed transit service combined with existing service will allow the system to meet or exceed performance standards such as the cost-per-passenger trip, cost-per-service-hour, passenger trips-per-service hour, passenger trip-per-service mile, on time performance and vehicle service hours-per-employee. The proposed service does

1 not duplicate transit services currently provided either publicly or privately. The proposed service is in
2 response to an existing rather than a future need.

3 **F. Operational Feasibility.** There are adequate roadways and turnouts to safely accommodate transit
4 vehicles.

5 **G. Availability of Services Provided.** A qualified contractor is available to implement the service.

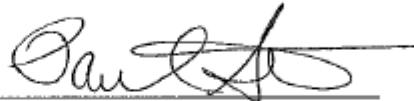
6 The foregoing resolution was duly passed and adopted by the Calaveras Council of Governments at
7 a regular meeting thereof, held on the 5th day of February 2014 by the following vote:

8 *AYES:* Hemminger, Ponte, Kulm, Morris, Stein, Gomes

9 *NOES:*

10 *ABSENT:* Edson

11 *ABSTAIN:*



12 *Chair*
13 *Calaveras Council of Governments*

14 *Attest:*



15 *Melissa Raggio, Clerk to the Council*
16 *Calaveras Council of Governments*
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ATTACHMENT B
Unmet Transit Needs Form

**REQUEST for PUBLIC COMMENTS
UNMET TRANSIT NEEDS FORM**

The Calaveras Council of Governments welcomes your comments regarding any unmet transit needs.

Date: _____
Name: _____ Telephone #: _____
Street Address: _____ City: _____ Zip Code: _____
Email: _____

1) Do you use public transit in Calaveras County? Yes No

1a) If no, what is the main reason for not using transit?

- Convenience Scheduling Accessibility
- Other _____

2) Are there places in Calaveras County you need to access but cannot? Yes No

3) If yes, please fill in the blanks in the following sentence.

I need to go from: _____ to _____

At this time of day _____, on this day _____ of the week.

For the following purpose:

- Work Shopping School
- Recreation Medical Social (e.g., visit friend/family)
- Other _____

4) Please indicate what individuals need the service.

- Older Adults (55 or older) Youth (Under 18) Students
- Persons with Disabilities Individuals with limited means or without access to a personal vehicle

5) Additional comments or needs (use back of form if needed):

Comments will be accepted at any Unmet Transit Needs Public Hearing, by e-mail, telephone, or fax.

Calaveras Council of Governments
444 E. Saint Charles St., Suite A
PO Box 280
San Andreas, CA 95249
info@calacog.org
Office: (209) 754-2094 Fax: (209) 754-2096

FOR STAFF USE ONLY
Received by _____ via _____
Date Received _____

ATTACHMENT C

Proof of Publication – Calaveras Enterprise

Proof of Publication of

Public Hearing
Calaveras Council of Governments
Unmet Transit Needs

(2015-5 C.C.P.)

Public Notice for:
Unmet Transit Needs
Public Hearings

Are current public transit services meeting your needs? The Calaveras Council of Governments is fielding comments regarding unmet transit needs in Calaveras County! We invite you to attend the following public hearings to provide your input and learn more about public transportation in Calaveras County.

Wednesday, April 03, 2019 @ 5:30 PM (Hearing)

Board of Supervisors
Chambers, 891
Mountain Ranch Road,
San Andreas

Tuesday, April 16, 2019 @ 6:00 PM (Hearing)

Angels Camp Fire
Station, 1404 Vallecito
Road, Angels Camp

If you are unable to attend a public hearing, you may download a survey form at www.calacog.org or submit comments to Erin Kelly by phone at 209-754-2094 or by email at ekelly@calacog.org.

Publish: February 28, 2019CE

This space is for the County Clerk's Filing Stamp

STATE OF CALIFORNIA,

County of Calaveras.

I am a citizen of the United States and a resident of the county aforesaid; I am over the age of eighteen years and not a party to or interested in the above matter. I am the principal clerk of the printer of the Calaveras Enterprise, a newspaper of general circulation, printed weekly, in the City of San Andreas, California, County of Calaveras, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court, of the County of Calaveras, State of California; that the notice of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates; to-wit:

February 28, 2019CE

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated the 28th of February, 2019



Signature – Corissa Davidson

**CALAVERAS
ENTERPRISE**

15 North Main Street
P.O. Box 1197, San Andreas, CA 95249-1197
(209) 754-3862 - FAX (209) 754-1805

ATTACHMENT D

CCOG Board Meeting Public Hearing Meeting Minutes
City Council Meeting Public Hearing Meeting Agenda

CALAVERAS COUNCIL OF GOVERNMENTS

JOHN GOMES
CITIZEN MEMBER
DENNIS MILLS
BOARD OF SUPERVISOR
JUSTIN CATALANO
CITIZEN MEMBER
TIM MUETTERTIES
CITIZEN MEMBER
GARY TOFANELLI – CHAIR
BOARD OF SUPERVISOR
AMANDA FOLENDORF – VICE-CHAIR
CITY COUNCIL
ALVIN BROGLIO
CITY COUNCIL



AMBER COLLINS
EXECUTIVE DIRECTOR
MELISSA RAGGIO
ADMINISTRATIVE SERVICES OFFICER
ERIN KELLY
ADMINISTRATIVE STAFF
JIM JONES
LEGAL COUNSEL

April 3, 2019
5:30 PM
Regular Meeting Minutes

444 East St. Charles St.
San Andreas CA, 95249
TEL:(209)-754-2094

THIS MEETING WAS HELD IN THE BOARD OF SUPERVISORS CHAMBERS
891 Mountain Ranch Rd. San Andreas, CA 95249

THE CALAVERAS COUNCIL OF GOVERNMENTS WILL ADJOURN TO THE CALAVERAS TRANSIT AGENCY MEETING AT 6:30 PM OR AS SOON THEREAFTER AS DEEMED CONVENIENT BY THE PRESIDING OFFICER.

Call To Order

Attendee Name	Title	Status	Arrived
Amanda Folendorf	City Council	Present	
Tim Muetterties	Citizen Member	Present	
Justin Catalano	Citizen Member	Present	5:36 PM
Dennis Mills	Board of Supervisor	Present	
Gary Tofanelli	Board of Supervisor	Present	
Joseph Oliveira	City Council	Present	
John Gomes	Citizen Member	Present	5:38 PM
Alvin Broglio	City Council	Absent	

Regular Meeting was called to order at 5:30 PM by Board of Supervisor Gary Tofanelli

Pledge of Allegiance

CONSENT AGENDA

RESULT: ADOPTED [4 TO 0]
MOVER: Tim Muetterties, Citizen Member
SECONDER: Amanda Folendorf, City Council
AYES: Amanda Folendorf, Tim Muetterties, Dennis Mills, Gary Tofanelli
ABSTAIN: Joseph Oliveira
ABSENT: Justin Catalano, John Gomes

1. Approval of the Calaveras Council of Governments Regular Meeting Minutes for March 6, 2019

REGULAR AGENDA

2. Public Comment

No public comment.

3. **Unmet Transit Needs Public Hearing**

- a. Open Public Hearing Regarding Unmet Transit Needs
- b. Accept Public Comment
- c. Close Public Hearing

No public comment.

4. Minute Order MO-FY19-14 Authorizing the Executive Director to Execute a Memorandum of Understanding (MOU) with the Tuolumne County Transportation Council (TCTC) for Administration of the Caltrans Grant Promoting Safe Bicycle Travel Opportunities for Bicycle Tourism and Economic Development

Public Comment: Gary Caldwell, Valley Springs Resident.

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Tim Muetterties, Citizen Member
SECONDER:	Amanda Folendorf, City Council
AYES:	Folendorf, Muetterties, Catalano, Mills, Tofanelli, Oliveira
ABSENT:	John Gomes

5. Caltrans Report-Verbal Report, No Supplemental Materials Included

Gregoria Ponce presented a letter from Acting Caltrans D10 Director, Dan McElhinney, and received questions and comments.

6. **County Quarterly Report**

Kelly Zanhiser of the County Public Works Department gave an update on various items in the CIP. Supervisor Mills asked several questions.
Public Comment: Gary Caldwell, Valley Springs Resident.

- a. Capital Improvement Program (CIP) Quarterly Report- Calaveras County Projects

7. **City Quarterly Report**

Amber Collins gave a brief comment.

- a. Capital Improvement Program (CIP) Quarterly Report- City of Angels Projects

8. **Transit Quarterly Report**

Melissa Raggio gave a brief overview of the CIP projects.

- a. Capital Improvement Program (CIP) Quarterly Report- Calaveras Transit Agency

9. Council Report-Verbal Report, No Supplemental Materials Included

No reports.

10. Staff Reports-Verbal Report, No Supplemental Materials Included

Supervisor Mills asked a question.

- a. Executive Director's Report

11. **ADJOURNMENT** - The next scheduled meeting of the CCOG is **May 1, 2019 5:30 PM**

**CITY OF ANGELS
CITY COUNCIL
AGENDA
Tuesday, April 16, 2019**

Mayor	Amanda Folendorf	Angels Firehouse
Vice Mayor	Joseph Oliveira	1404 Vallecito Road
Council Members	Linda Hermann	Angels Camp, CA
	Veronica Metildi	209-736-2181
	Alvin Broglio	
City Administrator	Melissa Eads	City Attorney Doug White

City Council appreciates your interest and encourages your participation. Regularly scheduled meetings are held the 1st and 3rd Tuesday of each month. The Agenda is divided into two sections:

CONSENT AGENDA: These matters include routine financial and administration actions and are usually approved by a single majority vote.

REGULAR AGENDA: These items include significant financial and administration actions of special interest, hearings and work sessions.

The numerical order of items on this agenda is for convenience of reference. Items may be taken out of order upon request of the Mayor or Council Members. All questions shall be directed to the Mayor who, at his/her discretion, will refer to Staff.

6:00 p.m. REGULAR MEETING

PLEDGE OF ALLEGIANCE

- 1. ROLL CALL**
- 2. APPROVAL OF THE AGENDA**
- 3. PUBLIC COMMENT**

This portion of the meeting is reserved for persons wishing to address the Council on any matter not on the agenda. **State law prohibits the City Council from acting upon matters not listed on the agenda.** Matters raised by the public will be automatically referred to Staff or placed on the next meeting's Agenda. Each Speaker has a maximum of three minutes for public comment. The Mayor may reduce the amount of time based on the number of persons wishing to speak. If others have already expressed your position, you may simply indicate that you agree with a previous speaker. If appropriate, a spokesperson may present the views of your entire group. Speakers may not disrupt the meeting or use profanity.

- 4. REPORT OUT OF CLOSED SESSION FROM APRIL 2, 2019**

- Conference with Legal Counsel– Anticipated Litigation: Initiation of Litigation Pursuant to Paragraph (4) of Subdivision (d) of Section 54956.9: (one potential case).
- Conference with Labor Negotiators (Govt. Code section 54957.6)

Agency Designated Representatives: Melissa Eads, City Administrator and Douglas L. White, Attorney
Employee Organizations: City of Angels Employee's Association (Miscellaneous), City of Angels Firefighters Association, Angels Police Officers Association, City of Angels Employee's Association (Exempt)

Unrepresented Employee: Director of Administrative Services and Public Works Foreman

- C. Conference with Real Property Negotiator Regarding Property Disposition, Pursuant to Government Code Section 54956.8. Property: 058-007-005 (22.84 acres)

Agency Negotiator: Melissa Eads, City Administrator

Negotiating Party or Parties: Melissa Eads, City Administrator - Nancy Whittle

Under Negotiation: Price and Terms of Payment

5. CONSENT AGENDA

- A. Approval of the Minutes from the Regular City Council Meeting of April 2, 2019.
- B. Acceptance of the City of Angels Monthly Financial Report.
- C. Acceptance of the City of Angels Annual Housing Element Report.

6. REGULAR AGENDA

- A. **PUBLIC HEARING: Unmet Transit Needs** – Amber Collins, Calaveras Council of Governments (CCOG) Executive Director
- B. Acceptance of the Angels Camp Community Club Offer to Fund and Hire a Grant Writer to Prepare a Proposition 68 Grant Application with the City of Angels as the Lead Applicant for the Utica Park Improvements - Amy Augustine, AICP-Planner
- C. Ratify the Execution of a Letter of Support to Fund Improvements to the Calaveras County Fairgrounds Sewer Project with Direction to Staff to Explore Opportunities to Partner and Collaborate with the Fairgrounds and the County of Calaveras In Order to Plan and Identify Solutions to Provide City Sewer Infrastructure and Services.
- D. Authorize the Submittal of Two (2) Grant Applications to the Calaveras Council of Governments Seeking Funding for the Murphys Grade Road Sidewalk Infill Project and the Downtown Streetscape and Pedestrian Improvements Project with a Match Set Aside of \$50,000 for the Downtown Streetscape Project - Melissa Eads, City Administrator
- E. Consideration of Resolution No. 19-05 Listing Projects to be Completed by SB1 Funds: The Road Repair and Accountability Act - Melissa Eads, City Administrator
- F. Declaration of Surplus Equipment and Authorization for Sale or Transfer of Equipment - Nathan Pry, Fire Marshal

7. CONSOLIDATED REPORT

8. COUNCIL REPORTS

9. CALENDAR

10. ADJOURNMENT

Anyone wishing to receive City Council agendas may submit a self addressed stamped envelope or your email address to City Hall and agendas will be mailed or emailed to you. This request must be renewed at the beginning of each calendar year. For further information, please contact the Deputy City Clerk at City Hall 736-2181, or email susanwenger@angelscamp.gov Availability of Public Records: All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body will be available for public inspection at the City Clerk's Office, 584 S. Main St., Angels Camp 72 hours prior to the scheduled meeting. In compliance with Title II of the Americans With Disabilities Act, 28 CFR Part 36, if you require any disability related modification or accommodation, including auxiliary aids or services in order to participate in this meeting, please contact City Hall at (209)736-2181 or fax your request to Susan Wenger at (209)736-0709. Notification must be made 72 hours in advance of the meeting to ensure accessibility. Agendas and other writings may also be requested in alternative formats, as outlined in Section 12132 of the Americans with Disability Act.