



CALAVERAS COUNCIL  
*of* GOVERNMENTS

**FISCAL YEAR  
2020-2021**

**CALAVERAS  
COUNTY**

**UNMET TRANSIT NEEDS FINDINGS REPORT**



*Prepared by:*  
**Calaveras Council of  
Governments**  
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San Andreas, CA 95249

*Adopted: September 2, 2020  
Resolution No. FY21-3*

Calaveras Council of Governments  
COUNTY OF CALAVERAS  
State of California  
September 2, 2020

RESOLUTION NO: FY21-3

A RESOLUTION ADOPTING A DETERMINATION AND  
FINDINGS OF NO UNMET TRANSIT NEEDS IN CALAVERAS COUNTY FOR FY 2020/2021

**WHEREAS**, the Calaveras Council of Governments (CCOG) held an Unmet Transit Needs Hearing in San Andreas on August 5, 2020 at the Calaveras Council of Governments 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 August 20, 2020 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 2020-2021", declaring findings of no Unmet Transit Needs 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 2020-2021";

The foregoing Resolution was duly passed and adopted by the Calaveras Council of Governments at a regular meeting thereof, held on 2nd day of September 2020, by the following vote:

**RESULT:** ADOPTED BY CONSENT VOTE [UNANIMOUS]  
**MOVER:** John Gomes, Citizen Member  
**SECONDER:** Alvin Broglio, City Council Member  
**AYES:** Folendorf, Muetterties, Catalano, Mills, Tofanelli, Broglio, Gomes

ATTEST

  
Kylie Todeschini, Clerk to the Council  
Calaveras Council of Governments

  
Gary Tofanelli, Chair  
Calaveras Council of Governments

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**Attachments**

- 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

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The purpose of this report is to document the Calaveras Council of Governments (CCOG) Unmet Transit Needs process for FY 2020/21. 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 for FY 2020-21**

Although there were no unmet transit needs for fiscal year 2020/21, 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 is completing updates to the Coordinated Plan and Short Range Transit Plan, which are two key planning documents and processes for evaluating current needs and identifying system improvements.

## CHAPTER 1 INTRODUCTION

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### *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 15<sup>th</sup> 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 2019/20 Unmet Transit Needs Findings and Recommendations

The unmet transit needs process for FY 2019/20 resulted in no unmet transit needs that were found reasonable to meet. 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 acknowledged the CCOG was initiating updates to the Coordinated Plan and Short Range Transit Plan, which are two key planning documents and processes for evaluating current needs and identifying system improvements.

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## CHAPTER 2 DEMOGRAPHIC INFORMATION

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### *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 most recent American Community Survey (ACS).

The following is an excerpt from Chapter 2, Demographic Profile, of the 2020 Coordinated Public Transit-Human Services Transportation Plan.

#### **County Population Overview**

Table 1 presents summary demographic information about the populations targeted for this Coordinated Plan for Calaveras County. Two time periods of 2012 5-Year Estimate and 2017 5-Year Estimate are presented, using the U.S. Census reporting of the American Community Survey which provides greater detail than does the decennial census.

**Table 1, Calaveras County Target Population Groups and Characteristics**

Target Groups	American Community Survey 2008-2012, 5-Year Estimates		American Community Survey 2013-2017, 5-Year Estimates		Percent <sup>2</sup> Change	American Community Survey 2013-2017 5-Year Estimates	
	2012 5-Year People Estimate	% of Total County	2017 5-Year People Estimate	% of Total County		California Statewide Comparison 2010-2017	
<b>Total Population Estimate [1]</b>	<b>45,507</b>	<b>100%</b>	<b>45,057</b>	<b>100%</b>	<b>-1.0%</b>	<b>38,982,847</b>	<b>100%</b>
Median Age [2]	49.5		51.6			36.1	
<b>CHILDREN AND YOUTH ages 0 -17 [1]</b>	<b>8,765</b>	<b>19.3%</b>	<b>7,945</b>	<b>17.6%</b>	<b>-9.4%</b>	<b>9,114,720</b>	<b>23.4%</b>
Children with a Disability, Ages 5 to 17 [4]	689	1.5%	382			279,466	0.7%
% of Children age 17 and under	7.86%		4.8%			3.1%	
Children living in poverty age 17 and under	840	1.8%	1,455	3.2%		1,865,225	4.8%
% Children living in poverty age 17 and under	9.58%		18.3%				
<b>ADULTS 18-64 [1]</b>	<b>26,926</b>	<b>59.2%</b>	<b>25,527</b>	<b>56.7%</b>	<b>-5.2%</b>	<b>24,719,679</b>	<b>63.4%</b>
<b>Low-income Adults, Ages 18-64 - 100% Federal Poverty Levels [3]</b>	<b>3,096</b>	<b>6.8%</b>	<b>3,732</b>	<b>8.3%</b>	<b>20.5%</b>	<b>3,390,825</b>	<b>8.7%</b>
% of Adults 18-64	11.5%		14.6%			13.7%	
<b>Disability [4] (non-institutionalized) Ages 18-64 (2014)</b>	<b>4,179</b>	<b>9.2%</b>	<b>4,287</b>	<b>9.5%</b>		<b>1,995,286</b>	<b>5.1%</b>
<b>SENIORS [1]</b>	<b>9,816</b>	<b>21.6%</b>	<b>11,585</b>	<b>25.7%</b>	<b>18.0%</b>	<b>5,148,448</b>	<b>13.2%</b>
Seniors, ages 65-74	5,950		7,159			2,946,809	
with % of all seniors	60.6%		61.8%			57.2%	
Seniors, ages 75-84	2,706		3,267			1,509,528	
with % of all seniors	27.6%		28.2%			29.3%	
Seniors, ages 85+	1,160		1,159			692,111	
with % of all seniors	11.8%		10.0%			13.4%	
<b>Low Income Seniors, Ages 65+ - 100% Federal Poverty Levels [3]</b>	<b>707</b>	<b>1.6%</b>	<b>489</b>	<b>1.1%</b>	<b>-30.8%</b>	<b>517,358</b>	
% of Senior Population	7.2%		4.2%			10.0%	
<b>VETERANS [5]</b>	<b>5,378</b>	<b>11.8%</b>	<b>4,511</b>	<b>10.0%</b>	<b>-16.1%</b>	<b>1,661,433</b>	<b>4.3%</b>
<b>Civilian Population 18 years and over</b>	<b>36,725</b>	<b>80.7%</b>	<b>37,105</b>	<b>82.4%</b>		<b>29,740,487</b>	<b>13.3%</b>
Veterans Period of Service							
Gulf War (9/2001 or later) veterans	172		224			280,386	
Gulf War (8/1990 to 2001) veterans	522		302			281,763	
Vietnam era veterans	2,189		2,120			596,130	
Korean War veterans	796		603			174,769	
World War II veterans	570		250			97,626	
<b>INCOME [6]</b>							
Median Household Income	\$54,686		\$60,636			\$67,169	
Per Capita Income in past 12 months			\$29,628				
Total Persons in Poverty [3]	4,643	10.2%	5,676	12.6%		5,773,408	14.8%
Persons age 16+ below 150% of Poverty Levels [3]	8,008	21.0%	8,688	19.3%		9,454,218	30.6%
<b>EMPLOYMENT [7]</b>							
Population 16 years and over	38,046		38,241			30,910,058	
Population 16 years and over employed	17,920		16,711			17,989,654	
Population 16 years and over in labor force	20,317		18,012			19,627,887	
Population 16 years and over unemployment rate	11.8%		7.1%			7.7%	

[1] B01001 Sex by Age, 2012 & 2017 American Community Survey 5-year Estimates.  
 [2] B01002 Median Age by Sex, 2012 & 2017 American Community Survey 5-Year Estimates  
 [3] S1701 Poverty Status in the Past 12 Months, 2012 & 2017 American Community Survey 5-Year Estimates  
 [4] S1810 Disability Characteristics, 2012 & 2017 American Community Survey 5-Year Estimates  
 [5] S2101 Veteran Status, 2012 & 2017 American Community Survey 5-Year Estimates  
 [6] S1901 Income in the Past 12 Months, 2012 & 2017 American Community Survey 5-Year Estimates  
 [7] S2301 Employment Status, 2012 & 2017 American Community Survey 5-Year Estimates

**Overall Calaveras County Demographic Changes**

Key changes during these past five years include:

- Overall population of Calaveras County saw a 1.3% decline over the past five years, losing about 500 persons.
- Children and youth age 17 and under have declined at a higher rate, a 9.4% decline.
- Working aged adults, 17 to 64, also declined at higher rates, 5.2% decline.
- Working aged adults with disabilities, ages 17 to 64, decreased by about 500 individuals.
- Older adults increased significantly, a 18% increase with a resultant increase in the countywide median age from 49.5 to 51.6 years.
- Veterans decreased slightly as a proportion of the overall County population, from 11.8% of the County population five years ago to 10%. The raw number decreased by 867 individuals; however, there were increases in raw number of younger veterans of Gulf War II while era, Gulf War 1, Vietnam, Korean, and World War II veterans and older declined in number and proportion.

## Income

Income factors for 2017 show an increase in low-income populations in the younger age groups. Low-income is defined by 100% of Federal poverty guidelines:

- Overall 12.6% of Calaveras County residents are in households at or below Federal poverty-levels, growing to 19.3% living under 150% of Federal poverty guidelines.
- Children in poverty increased significantly growing from 840 children and youth to 1,455, this despite the 9% decline in the number of children and youth overall in the County.
- Working aged adults in poverty decreased by 30%.
- Seniors in poverty increased by 20.5%.
- The median household income increased from \$54,686 to \$60,636 but remained 10% below the Statewide median household income of \$67,000.

## Employment

Employment rates, as measured by the American Community Survey have improved significantly, with the unemployment rate dropping from 11.8% to 7.1%. This is partly the result of a decreased working age population but also reflects the improving economy and increases in the number of available jobs. Notably, the 7.1% unemployment rate is lower than the statewide 7.7% unemployment rate.

## Housing

Calaveras County lost about 500 homes in the 2015 Butte Fire. The September 2019 update to the Housing Element of the CALAVERAS COUNTY MASTER PLAN identified that 88% of homes are single family in contrast with a statewide proportion of 58% single-family and higher shares of multi-family homes. Excessive housing cost burdens are experienced by 47% of all Calaveras County households, as defined by HUD where the cost burden is in excess to 30% to 50% of gross household income. Seniors, who represented 40% of all households in Calaveras County, compared to 22% statewide in California, have high ownership rates in the county as 45% of all owner households (2016). Where seniors are also of low-income, the MASTER PLAN suggests that the data indicates many are “house-rich and cash-poor”, likely without savings adequate to support necessary repair costs.

## Geographic Distribution of Selected Populations Across the County

The following pages present four maps that show the geographic distribution of the resident population of Calaveras County, as well the three target populations: older adults, people with disabilities, and persons of low income (people living in poverty). Each map also shows the Calaveras Connect fixed-route services as of Fall 2019. The demographic information in the maps is derived from the American Community Survey 2013-2017 5-year estimates, the most recent available at this time.

Calaveras County is bounded by Stanislaus and San Joaquin Counties to the east, Amador County to the north, Alpine County to the east, and Tuolumne County to the south and east. State Routes 4, 49, and 26 are the main roads that serve the County. The eastern third of the County is covered in the protected area of the Stanislaus National Forest.

## County Population Overview

The map in Figure 1 shows the estimated number of Calaveras County residents per U.S. Census block group. The block groups with the most residents (colored in blues) are along the southwest edge of the County and include the communities of Rancho Calaveras, Copperopolis, Angels Camp, and Valley Springs. Other populous areas are along the State Highway 4 and 49 corridors, and Mountain Ranch Road, each ending in the communities of West Point, Arnold, and Rail Road Flat, respectively.

## Older Adults

Figure 2 contains a map showing concentrations of where adults over the age of 65 live. Overall, about 25.7% of the County is over the age of 65. The proportion (percentage) of older adults of the total resident population of each block group is shown by color scale. The map shows that, although the majority of people living in the County are in the southwest portion, there are areas along the Highway 4 (Angels Camp, Murphys, and Forest Meadows) and Highway 26 corridors (West Point) where there are high proportions of the population that are older adults.

## People with Disabilities

The U.S. Census American Community Survey asks six questions to determine disability status and type and defines disabilities status by whether an individual has limitations that hinder participation at school, work, home, or in the community. Figure 3 shows where people with self-identified disabilities live in the County. The map shows the approximate count and proportion of the total County's population of people with disabilities that lives in each block group. It should be noted that this is a different way of displaying the population than the map of older adults, for which the population is displayed as a percentage of each block group.

In Calaveras County, approximately 9.5% of people have a disability. The range in number of people with disabilities per block group is approximately 50 to 660. The block groups with the highest number of people with disabilities are in the same areas that are most populous overall, along the State Highway 49 corridor and in the southeastern portion of the County.

## People Living in Poverty

The national poverty thresholds are defined by the number and age of people living in a household. For example, in 2017, an older adult living alone with an income of less than \$11,756 would be considered to be living in poverty and a household consisting of a single parent with two children would be considered to be living in poverty if their household income were less than \$16,895.

In Calaveras County, approximately 12.5% of households are living in poverty. Figure 4 shows where households are that have an income below the poverty level. The map shows the approximate count and proportion of the total County's population of households in poverty within each block group. The range in number of people living in poverty per block group is approximately 15 to 160. The block groups with the highest number of people with disabilities include Copperopolis, the areas along the Highway 4 (Angels Camp, Murphys, and Forest Meadows), and San Andreas.

Figure 1, Distribution of Total Population

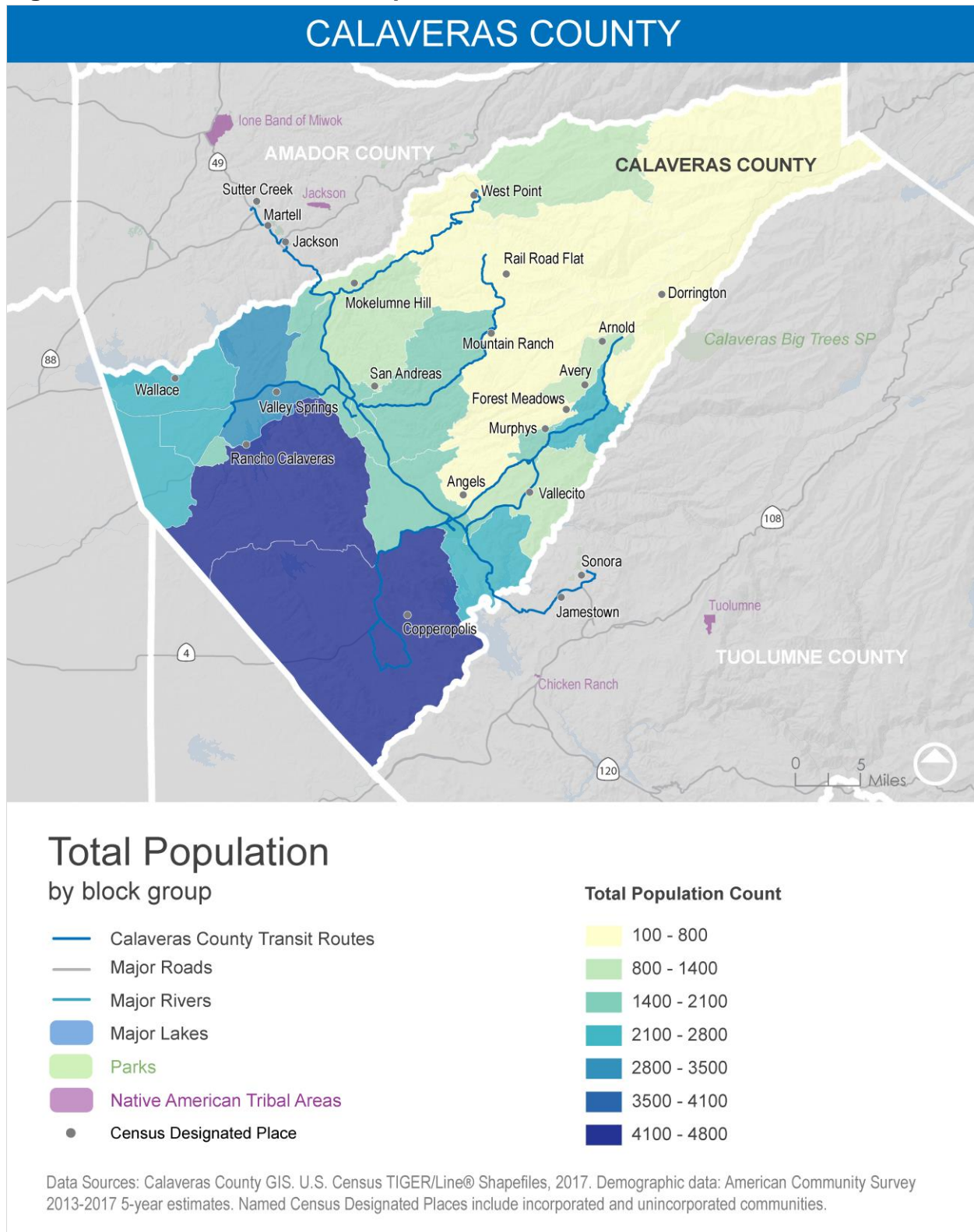


Figure 2, Distribution of Older Adults

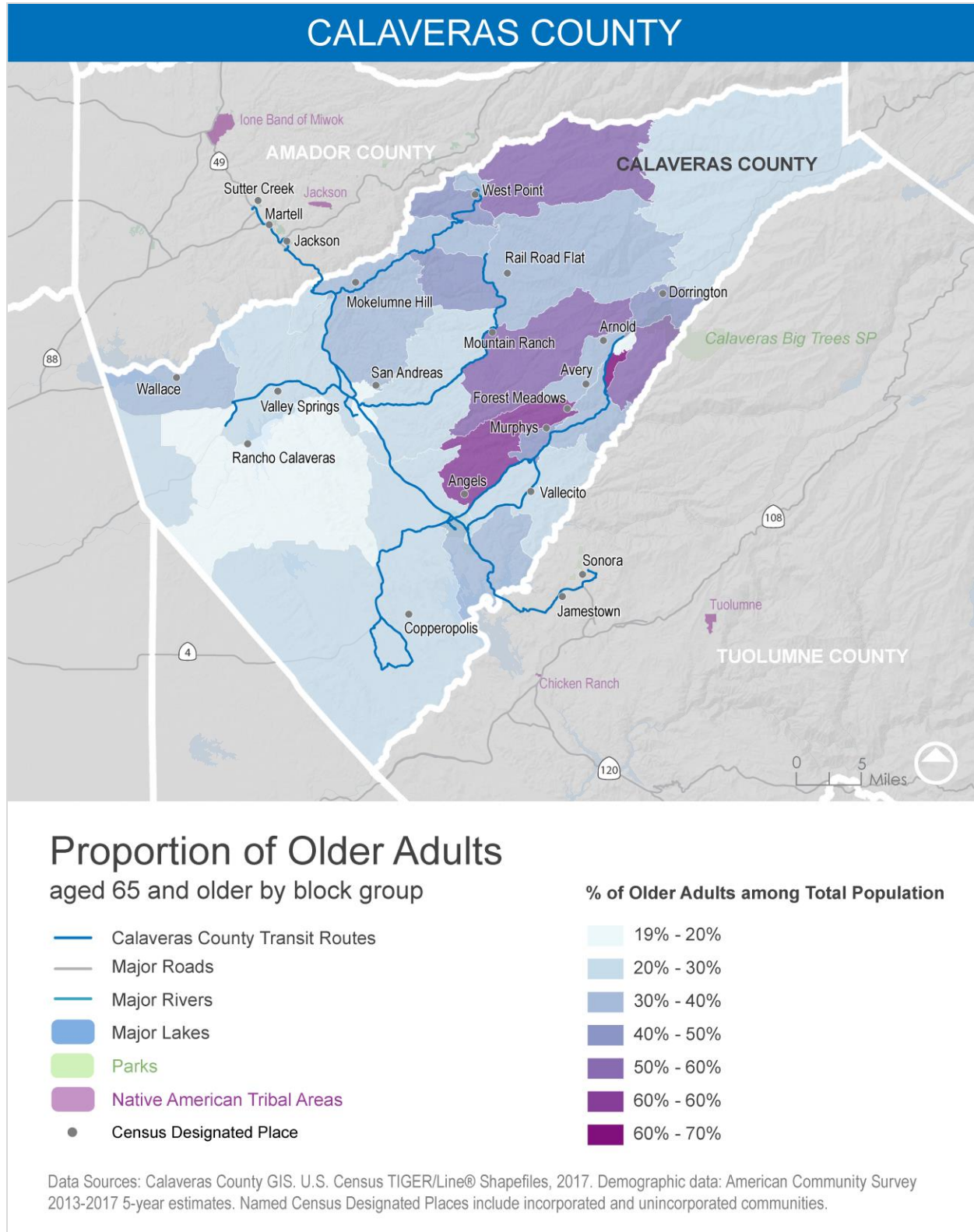




Figure 3, Distribution of People with Disabilities

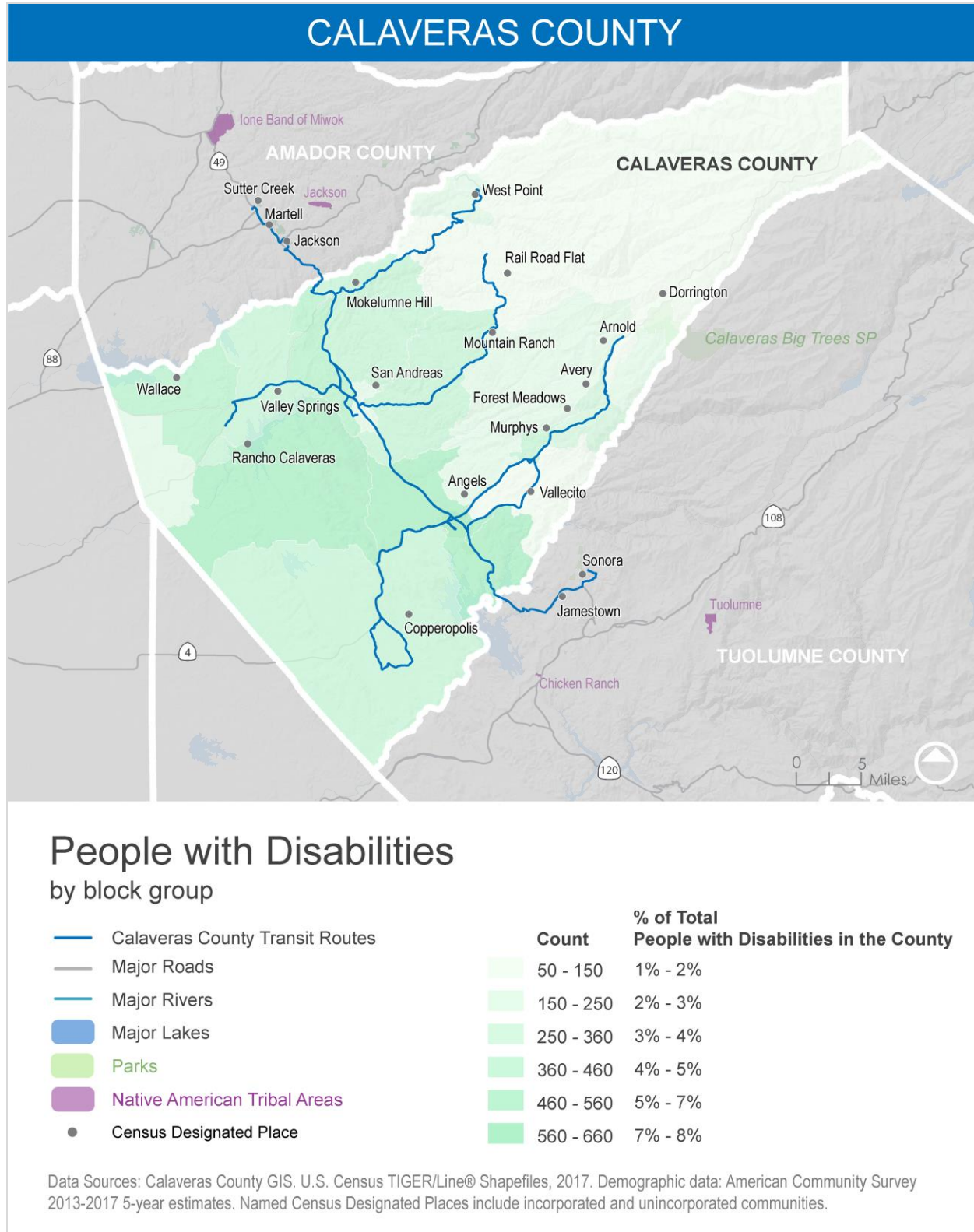
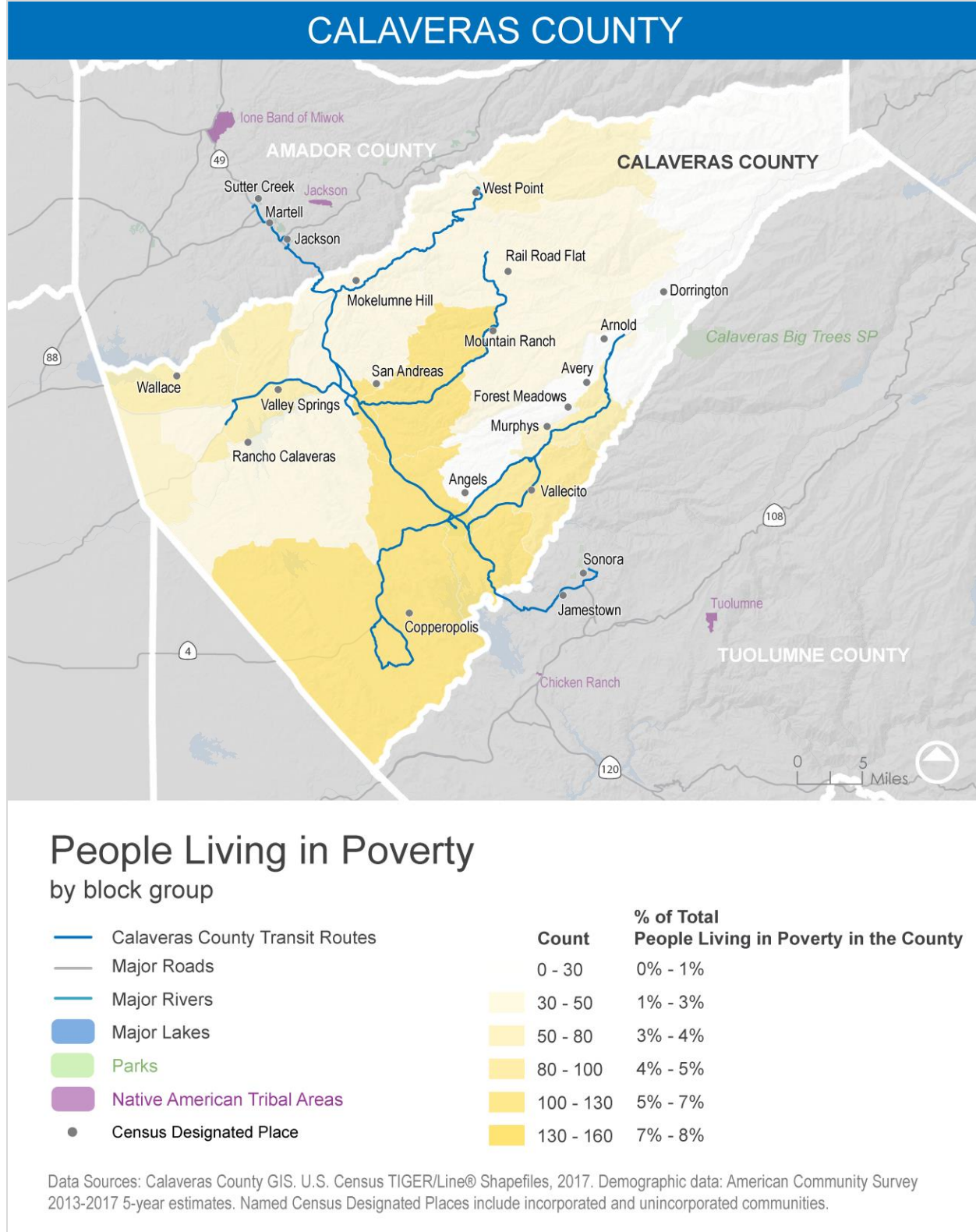


Figure 4, Distribution of People Living in Poverty



## CHAPTER 3 ADEQUACY OF TDA FUNDED TRANSIT SERVICES

*System Overview, 2020 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 2019/20, Calaveras Transit Agency operated 10,951 vehicle service hours, 273,108 vehicle service miles, and recorded 33,955 passenger trips.

The regular Calaveras Connect routes operate Monday through Friday, generally between the hours of 5:00 a.m. and 9:00 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 began on 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.

<b>CALAVERAS CONNECT FIXED ROUTE FARES</b>				
<b>Fares</b>	<b>Regular</b>	<b>Students</b>	<b>Discounted</b>	<b>Youth (7-12 years)</b>
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.

## COVID-19 Impacts and Response

On March 4, 2020, the State of California issued a State of Emergency from the threat of COVID-19. The COVID-19 Pandemic has had a profound effect on transit agencies throughout the country. It is during these times that you get a true understanding of how important transit is to the livelihood of those who rely on it, particularly the frontline and service workers who are critical to our economy. Calaveras Transit



Agency and Paratransit Services have made quick decisions in response to daily changing conditions and directives. At the same time trying to be proactive in advance of worsening conditions. All decisions were grounded by CTA's mission to provide safe public transportation services to serve the mobility needs of those who need public transportation.



Demand for service and ridership plummeted after the Stay at Home order was enforced on March 20, 2020 resulting in the closure of many businesses, schools, and other activities that were frequent destinations of Calaveras Connect riders. On March 18, 2020 CTA suspended the Saturday Hopper service, followed by the suspension of all regular fixed route services on March 30<sup>th</sup>. CTA transitioned to on-demand service only to maintain a minimum level of lifeline services for those who rely on

public transportation. Service was further restricted to essential trips, as determined by local and state officials. In addition, a no fare policy was instituted. The no fare policy was not only to provide some financial relief for those who need it, but also as another measure to reduce/eliminate the need for drivers to come in contact with riders.

On-demand services were provided Monday to Friday, 7:30 a.m. – 6:00 p.m., serving the following areas:

- Valley Springs to San Andreas, Angels Camp
- San Andreas to Jackson, West Point, Mountain Ranch
- Angels Camp to Arnold, Copperopolis

Calaveras Connect continued to refine and implement cleaning protocols, social distancing measures, personal protective equipment, and other administrative and engineering controls. Examples of other controls include assigning one bus per driver and plastic sheet separators between the driver and riders.



After the statewide Stay at Home Order and the closure of schools, including Columbia College, CTA experienced a continual decline in weekday ridership toward the end of March. Since the move to on-demand service on March 30<sup>th</sup>, CTA experienced an 83% drop in ridership compared to last year during the same quarter (April-June). Vehicle Service Miles was 65 percent less and Vehicle Service Hours was 40 percent less during this period (see Table 1).

**Table 1: COVID-19 Impacts – 2019 to 2020 Fourth Quarter Comparison**

18/19 to 19/20 Comparison	April-June 2019	April-June 2020	Percent Change
Total Ridership	10,298	1,707	-83%
Trips/Day	132	27	-80%
Vehicle Service Miles	85,872	30,337	-65%
Vehicle Service Hours	3,211	1,936	-40%

The following is a summary of actions taken in response to COVID-19 since March 2020:

- March 18 – Suspended Saturday Hopper Service
- March 30 – Suspended Regular Calaveras Connect Fixed Route Services and implemented on-demand transportation for essential trips only
- Eliminated Fare Collection
- Enhanced sanitizing and cleaning protocols
- Implemented engineering and administrative controls such as social distancing and plastic protective shields for drivers
- Provided personal protective equipment for employees and passengers
- Executed agreements and invoiced for Phase 1 of CARES Act funds to covering operating costs from January 20, 2020.
- Developed outreach and marketing materials specific to COVID-19 services and increased frequency of postings.
- Developed COVID-19 Response and Phasing Plan
- Began preparations for general public Dial-a-Ride (DAR) and specialized services
- Applied for LCTOP grant to fund continued systemwide free-fare program

**Newspaper Ad Example**

**Connecting Our Community Safely**

Calaveras Connect is “going the extra mile” to continue service and keep our riders safe during the pandemic. We’ve increased cleaning and sanitation on our vehicles and are limiting the number of riders at one time to allow for social distancing.

**CALAVÉRAS connect**

Visit [CalaverasConnect.org](http://CalaverasConnect.org) or call 209.754.4450 to learn about our fare-free bus service.



## **Recent Planning Efforts**

### **Short Range Transit Plan (SRTP) – 2020 Update**

An update to the 2016 Short Range Transit Plan (SRTP) began in 2019 and at the time of this writing a progress draft has been prepared and a workshop of service alternatives is scheduled for the CTA Board in September. The primary purpose of the SRTP is to guide the development of Calaveras Transit Agency services (i.e., Calaveras Connect) in order to provide improved mobility for Calaveras County residents and visitors over the next five years. This SRTP update will also include a Zero Emissions Bus (ZEB) evaluation and fleet replacement recommendations.

The SRTP update was developed in parallel with the Coordinated Public Transit-Human Services Transportation Plan update (“Coordinated Plan”). The SRTP, coupled with the Coordinated Plan, involved significant community, stakeholder, and rider outreach.

### **2020 Coordinated Public Transit-Human Services Transportation Plan**

The 2020 Coordinated Plan was adopted by the CCOG on August 5, 2020. Like the SRTP update, 90 percent of the Plan was completed prior to COVID-19. The following is a summary of goals established by the Coordinated Plan.

**Calaveras County Coordinated Plan goals, 2020-2024**

**Goal 0 – Covid-19 Public Transportation Responses**

Develop the re-opening and stabilizing of Calaveras Connect services in structured phases, consistent with State and County guidance.

**Goal 1 – Robust, Sustainable Public Transit**

Continue building a robust, sustainable public transportation system for travelers in and through Calaveras County.

**Goal 2 – Sustainable Responses for Isolated Communities and Out-of-County Trips**

Develop pilot services towards establishing effective, sustainable programs that meet mobility needs of residents living in isolated communities and/or traveling out-of-county.

**Goal 3 – Integrated Transportation Information Network**

Maintain an active and integrated transportation information network to increase awareness and use of available public transit and human services transportation options.

**Goal 4– Housing and Transportation Coordination**

Coordinate affordable housing development with transit, supporting locations near existing transit to improve the quality of life for low-income residents and ensure access to essential services of health care, education and employment.

**Goal 5 – Emergency Services Coordination**

Collaborate around local emergency transportation initiatives to support Coordinated Plan target group members during times of emergency.

**Goal 6 – Addressing Infrastructure Needs**

Promote infrastructure and capital improvements that support mobility, including public transit use and safe travel of pedestrians and bicyclists.

**Adequacy of Calaveras Transit Services**

Calaveras Connect serves most communities in the county that represent the most densely populated areas. Some remote, less populated areas of the county are either not served, or have limited “lifeline” 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.

Calaveras Connect’s regular services provide 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.

Key themes from the 2020 SRTP update existing performance and transit needs assessment:

1. Calaveras Connect serves some mobility needs well but additional fixed-route, fixed-schedule trip needs exist.
2. For some remote communities in Calaveras County, there is distinct need for transportation, but all of the needs cannot be met effectively by traditional fixed-route public transit alone.
3. Student needs and enhanced coordination with Columbia College and Calaveras Unified School District point to additional potential riders.
4. Demographic patterns and trends show a very geographically dispersed, but growing need for mobility services for those who cannot drive.

Summary of key findings from 2020 Coordinated Plan:

- Calaveras Connect operates a robust service, but spatial gaps exist across this large, low-density county and temporal gaps around evening service.
- Human service transportation options provide some trips, both within the County and to destinations outside the County. But such services are few in number and limited by eligibility of trip type or provided only to eligible consumers.
- Of the resources that do exist, including Calaveras Connect, there is uneven awareness of what transportation is available or how to use it.
- Coordination between public transit and human service organizations is one means by which to stretch scarce resources, and strategies for doing so need to be identified. Potential exists for creative solutions, including some identified by stakeholders within the County, to grow mobility options for the Coordinated Plan's target groups through enhancements to Calaveras Connect and via other strategies.

### **Recent Service and Fare Changes**

In September 2018 the CTA implemented minor service changes to address timing issues and connections between routes and with neighboring transit systems. As part of these service changes, CTA introduced additional discounts for Veterans, youth, and children. 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. In August 2019 CTA implemented a free-fare program for the local junior college, Columbia College.

**COVID-19 Response Plan and Pilot Services Implementation**

In March 2020 Calaveras Transit Agency initiated temporary service adjustments in response to COVID-19. A COVID-19 Response Plan was presented to the CTA Board at their June 2020 regular meeting. That plan identified lifeline services as part of a package of pilot services to initiate during COVID-19 service response. These lifeline services were identified to fill gaps and needs from the SRTP outreach and needs assessment. At the time of this writing the CTA plans to initiate pilot services in October 2020.

These include the following services:

- West Point/Wilseyville to Pine Grove and Jackson Hybrid Dial-a-Ride
- Rail Road Flat/Mountain Ranch and San Andreas Dial-A-Ride
- Copperopolis/Angels Camp to Sonora Dial-A-Ride

**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 two categories: Human Service Agency Transportation Providers and Other Transportation Services.

**Human Service Transportation**

There are five human transportation services that operate in Calaveras County. The following is an overview of the key aspects of each program. The subsequent section describes the two private transportation services available.

**Arc of Amador and Calaveras**

**Service Description:** To enrolled consumers of Arc programs, provides transportation for supported employment, some recreational and non-emergency medical trip purposes.

**Area Served:** Calaveras County

**Service Period:** Monday – Friday. Some limited evenings & weekends

**Eligibility:** Enrolled Arc consumers

**Reservations:** Through Arc case manager

**Vehicle Routes:** 7 Vehicle Routes, Accessible

**Annual One-Way Trips:** Approx. 76,400 trips

**Blue Mountain**

**Service Description:** Weekday transport to consumers enrolled in programs at:

- Community Compass in Jackson

- Arc of Amador in Sutter Creek

**Area Served:** Calaveras County

**Service Period:** Weekday program hours

**Eligibility:** Consumers of the Valley Mountain Regional Center with approved Transportation Service Requests (TSRs)

**Reservations:** Made through Valley Mountain Regional Center

**Vehicle Routes:** 6 Vehicle Routes

**Annual One-Way Trips:** Approx. 27,500 trips

**Calaveras County Department of Behavioral Health**

**Service Description:** To enrolled consumers of DBH programs, provides transportation for health and wellness, NAMI, and other life-sustaining purposes.

**Area Served:** Calaveras County

**Eligibility:** Enrolled clients of DPH

**Reservations:** Trips arranged through case managers and other Behavioral Health personnel

**Vehicle Routes:** 21, not all for client transportation

**Annual One-Way Trips:** 1,500

**Common Ground Senior Services**

**Service Description:** Provides rides to those unable to utilize traditional transportation options, such as public transit, and have no other means of transportation for health and wellness appointments.

**Area Served:** In county: medically-related destinations. Out-of-county: Calaveras and Tuolumne County destinations; Medical facilities in Sacramento, Stockton, Lodi and Rancho Cordova and other LogistiCare-approved locations.

**Service Period:** Monday – Friday 8:00am – 5:00pm

**Eligibility:** 1. Older adults and persons with disabilities who can no longer drive, trying to get to a needed doctor’s appointment, pick up a prescription, or related trips. 2. Veterans and their spouses. 3. LogistiCare approved MediCal riders for approved non-emergency medical trips.

**Fare:** Free – Donations appreciated

**Vehicle Routes:** 11 Vehicles

**Annual One-Way Trips:** 1,559 to Calaveras residents

**Volunteer Center of Calaveras**

**Service Description:** Primarily door-through-door, medical-related trips provided through the use of volunteer drivers using private vehicles.

**Area Served:** Calaveras County; some out-of-county destinations

**Service Period:** Trips are provided as requested if volunteers are available

**Eligibility:** Persons of low-income, older adults, persons with disabilities

**Reservations:** Trips provided upon request and availability

**Fare:** Mileage reimbursement for drivers, upon request

**Private Sector Transportation**

**LogistiCare**

**Service Description:** Non-emergency medical transportation to MediCal enrolled consumers of: Anthem Blue Cross and/or California Health and Wellness

**Area Served:** Amador County. Out-of-county for approved trips to destinations in Sacramento, Lodi, Modesto and other locations

**Service Period:** Weekdays

**Eligibility:** MediCal-approved consumers for LogistiCare-approved trips

**Fare:** Free

**Murphys Taxi Service**

**Service Description:** On-demand taxi service; tours; charters and wine transportation

**Area Served:** Calaveras County

**Service Period:** Sunday 10am-6pm. Monday-Thursday 8am-8pm. Friday & Saturday 8am-12am.

**Fare:** Zone and passenger based. Local Murphys trips start at \$10.00

### **Other Transportation Services**

#### **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

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### *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.

One Public Hearing was held this year at the Calaveras Council of Governments regular board meeting on August 5, 2020. This was noticed in a newspaper of communitywide circulation (See Appendix D for proof of publication). In addition to the required public hearing, additional outreach and needs assessment was gleaned from the Short Range Transit Plan and Coordinated Plan updates, as discussed in previous chapters of this report. This included the following:

- Demographic Analysis
- Stakeholder Interviews
- Agency workshops
- E-survey
- Onboard Passenger Survey
- West Point Outreach and Intercept Survey
- Copperopolis Outreach

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 the Unmet Transit Needs process throughout the year are recorded on the Unmet Transit Needs Matrix. This Matrix is reviewed by the Social Services Transportation Advisory Council (SSTAC). No Unmet Transit Needs were received during FY 19/20.

## CHAPTER 6 UNMET TRANSIT NEEDS FINDINGS AND RECOMMENDATIONS

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*Summary of Findings, SSTAC Review, Recommendations*

### **Summary of Findings**

After consideration of all testimony received during the 2020/21 Unmet Transit Needs process, CCOG finds:

**There are currently no “Unmet Transit Needs”.**

### **Social Services Transportation Advisory Council Review**

The Social Services Transportation Advisory Council (SSTAC) met on August 20, 2020 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 2020/21 fiscal year is made to the CCOG Board. Although no Unmet Transit Needs were found, 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.

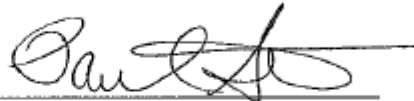
6 The foregoing resolution was duly passed and adopted by the Calaveras Council of Governments at  
7 a regular meeting thereof, held on the 5th day of February 2014 by the following vote:

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](mailto: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**

**(2015-5 C.C.P.)**

PUBLIC NOTICE  
Calaveras Council of Governments  
Unmet Transit Needs Public Hearing

Public Notice for: Unmet  
Transit Needs Public  
Hearing

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 provide your comments and concerns at the following public hearing. This meeting will not be physically open to the public, and will be held on the video conference platform, Zoom.Wednesday, August 05, 2020 @ 5:30 PM (Hearing)- Scheduled. To give public comment, call one of the following phone numbers, if you get a busy signal on the first number, please try another: (669) 900-9128 or (253) 215-8782 or (346) 248-7799. Meeting ID: 917 2486 3798 Password: 2094 If you are unable to participate in the public hearing, you may download a survey form at [www.calacog.org](http://www.calacog.org) or submit comments to Erin Kelly by phone at 209-754-2094 or by email at [ekelly@calacog.org](mailto:ekelly@calacog.org).

**This space is for the County Clerk's Filing Stamp**

STATE OF CALIFORNIA,

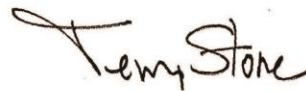
County of Calaveras.

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:

**July 2, 2020CE**

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

**Dated the 2nd of July, 2020**



Signature – Terry Stone

**CALAVERAS  
ENTERPRISE**

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

**PROOF OF PUBLICATION**

**ATTACHMENT D**  
*CCOG Board Meeting Public Hearing Meeting Minutes*

# CALAVERAS COUNCIL OF GOVERNMENTS

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



**AMBER COLLINS**  
EXECUTIVE DIRECTOR  
**KYLIE TODESCHINI**  
ADMINISTRATIVE SERVICES  
OFFICER  
**ERIN KELLY**  
ADMINISTRATIVE STAFF  
**MONICA STREETER**  
NEUMILLER & BEARDSLEE  
LEGAL COUNSEL

**August 5, 2020**  
**5:30 PM**  
**Regular Meeting Agenda**

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

## **THIS MEETING WILL BE HELD REMOTELY, SEE ADDITIONAL INFORMATION BELOW.**

\*On March 17, 2020 Governor Newsom issued Executive Order, N-29-20. This order removes the requirement that a location be made available for the public to gather for purposes of observing and commenting at the meeting.

This meeting will be held on the virtual meeting platform Zoom. To view or participate in the meeting online, please visit [www.calacog.org](http://www.calacog.org) or contact Erin Kelly at [ekelly@calacog.org](mailto:ekelly@calacog.org) or at (209) 754-2094. There, you will be provided instructions to participate online.

To join by phone dial: 1 (669) 900-9128 or 1 (253) 215-8782; Meeting ID number: 917 2486 3798; Password: 986532. Please mute your phones once connected.

Persons who wish to address the Council for Public Comment or an Agenda Item at this meeting are asked to submit comments in writing to the Council at [ekelly@calacog.org](mailto:ekelly@calacog.org) or call (209) 754-2094 by 5:00 pm Tuesday, August 4, 2020. Due to the current circumstances there may be limited opportunity to provide verbal comments during the meeting.

THE CALAVERAS COUNCIL OF GOVERNMENTS WILL ADJOURN TO THE CALAVERAS TRANSIT AGENCY MEETING IMMEDIATELY FOLLOWING OR AS DEEMED CONVENIENT BY THE PRESIDING OFFICER.

## **CALL TO ORDER**

## **PLEDGE OF ALLEGIANCE**

## **CONSENT AGENDA**

**Consent Agenda Items** are expected to be routine and non-controversial, and will be acted upon by the Council at one time without discussion. Any Council Member, Staff Member, or interested parties, may request that an item be removed from the Consent Agenda for further discussion.

1. Approval of the Calaveras Council of Governments Regular Meeting Minutes for June 3, 2020
2. Resolution No. FY21-1 Approving Allocation Instructions of Regional Surface Transportation Program (RSTP) Funds to Calaveras County Public Works Department Totaling \$193,836.63
3. Resolution No. FY21-2 Approving FY 2020/21 State of Good Repair (SGR) Project List

4. FY 2019/20 Overall Work Program (OWP) Quarterly Report
5. Correspondence
  - a. Regional Transportation Plan (RTP) Update Survey
  - b. Letter of Support for SB 1 Local Partnership Program Funds for the SR 4 Wagon Trail Realignment Project

#### **REGULAR AGENDA**

6. Public Comment – Five (5) minutes per person. Comments shall be limited to items that are within the subject matter jurisdiction of the Council and not on the posted Agenda; Government Code Section 54954.3(a).
7. Unmet Transit Needs Public Hearing
  - a. Open Public Hearing Regarding Unmet Transit Needs
  - b. Accept Public Comment
  - c. Close Public Hearing
8. Minute Order Accepting the Valley Springs Town Center Connectivity Plan
9. Minute Order Adopting the Final 2020 Calaveras County Coordinated Public Transit-Human Services Transportation Plan
10. Calaveras Connect FY 2019/20 Year-End Performance Report
11. Caltrans Report-Verbal Report, No Supplemental Materials Included
12. Council Report-Verbal Report, No Supplemental Materials Included
13. Staff Reports-Verbal Report, No Supplemental Materials Included
  - a. Executive Director's Report
14. **ADJOURNMENT** - The next scheduled meeting of the CCOG is **September 2, 2020 5:30 PM**

If requested, this agenda can be made available in appropriate alternative formats to persons with disabilities, as required by Section 202 of the Americans with Disabilities Act of 1990 and the Federal Rules and Regulations adopted in implementation thereof. Persons seeking an alternative format should contact Erin Kelly at 209-754-2094 for further information. In addition, a person with a disability who requires a modification or accommodation, including auxiliary aids or services, in order to participate in a public meeting, should telephone or otherwise contact CCOG as soon as possible.

# CALAVERAS COUNCIL OF GOVERNMENTS

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OFFICER  
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ADMINISTRATIVE STAFF  
**MONICA STREETER**  
NEUMILLER & BEARDSLEE  
LEGAL COUNSEL

**August 5, 2020**  
**5:30 PM**  
**Regular Meeting Minutes**

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

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## **Call To Order**

Attendee Name	Title	Status	Arrived
Amanda Folendorf	City Council	Present	
Tim Muetterties	Citizen Member	Present	
Justin Catalano	Citizen Member	Present	
Dennis Mills	Board of Supervisor	Present	
Gary Tofanelli	Board of Supervisor	Present	
Alvin Broglio	City Council Member	Present	
John Gomes	Citizen Member	Present	

**Regular Meeting was called to order at 5:32 PM by Board of Supervisor Gary Tofanelli**

## **Pledge of Allegiance**

## **CONSENT AGENDA**

<b>RESULT:</b>	<b>ADOPTED [UNANIMOUS]</b>
<b>MOVER:</b>	John Gomes, Citizen Member
<b>SECONDER:</b>	Tim Muetterties, Citizen Member
<b>AYES:</b>	Folendorf, Muetterties, Catalano, Mills, Tofanelli, Broglio, Gomes

1. Approval of the Calaveras Council of Governments Regular Meeting Minutes for June 3, 2020
2. Resolution No. FY21-1 Approving Allocation Instructions of Regional Surface Transportation Program (RSTP) Funds to Calaveras County Public Works Department Totaling \$193,836.63
3. Resolution No. FY21-2 Approving FY 2020/21 State of Good Repair (SGR) Project List
4. Item Pulled from Consent
5. **Correspondence**
  - a. Regional Transportation Plan (RTP) Update Survey
  - b. Letter of Support for SB 1 Local Partnership Program Funds for the SR 4 Wagon Trail Realignment Project

**Items Pulled from Consent**

4. FY 2019/20 Overall Work Program (OWP) Quarterly Report  
Supervisor Mills made a comment.

**REGULAR AGENDA**

6. Public Comment  
No public comment.
7. Unmet Transit Needs Public Hearing
  - a. Open Public Hearing Regarding Unmet Transit Needs
  - b. Accept Public Comment
  - c. Close Public Hearing

Supervisor Tofanelli opened the Public Hearing.  
No public comment.  
Supervisor Tofanelli closed the Public Hearing.
8. Minute Order MO-FY20-21 Accepting the Valley Springs Town Center Connectivity Plan  
Amber Collins presented the item.  
Supervisor Tofanelli made several comments.



<b>RESULT:</b>	<b>ADOPTED [UNANIMOUS]</b>
<b>MOVER:</b>	Dennis Mills, Board of Supervisor
<b>SECONDER:</b>	Tim Muetterties, Citizen Member
<b>AYES:</b>	Folendorf, Muetterties, Catalano, Mills, Tofanelli, Broglio, Gomes

9. Minute Order MO-FY20-22 Adopting the Final 2020 Calaveras County Coordinated Public Transit-Human Services Transportation Plan

Amber Collins presented the item.  
Council discussion and Q & A.

<b>RESULT:</b>	<b>ADOPTED [UNANIMOUS]</b>
<b>MOVER:</b>	Tim Muetterties, Citizen Member
<b>SECONDER:</b>	John Gomes, Citizen Member
<b>AYES:</b>	Folendorf, Muetterties, Catalano, Mills, Tofanelli, Broglio, Gomes

10. Calaveras Connect FY 2019/20 Year-End Performance Report

Amber Collins presented the item.  
Council discussion and Q & A.

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

Gregoria Ponce, Caltrans D10 provided updates on current Caltrans funding programs and projects.  
Council member Muetterties made a comment.  
Council member Gomes made a comment.

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

Joshua Pack, County Public Works Director gave a brief update and received Council comments and questions.  
Council member Broglio shared that Covid-19 restrictions have resulted in some projects slowing down.  
Supervisor Mills made brief comments on recent County staff efforts managing Covid-19 related situations.  
Council member Folendorf shared the upcoming O'Reilly Fire Community meeting.

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

- a. Executive Director's Report

Amber Collins provided an update on current CCOG plans and projects.  
Supervisor Mills asked a question.  
Amber provided an answer.

14. **ADJOURNMENT** - The next scheduled meeting of the CCOG is