

2024 Coordinated Public Transit Human Services Transportation Plan for Calaveras County



Prepared for the



Calaveras Council of Governments

November 27, 2024



Prepared by LSC Transportation Consultants

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INTRODUCTION

The goal of the Coordinated Public Transit Human Services Transportation Plan for Calaveras County (Coordinated Plan) is to improve mobility in Calaveras County by enhancing coordination among public, non-profit, and for-profit transportation providers. Benefits of improved coordination include minimized service redundancy, more efficient use of limited transit funding, and the facilitation of cost-effective and interagency solutions to address unmet transit needs. The goals and strategies presented in this Coordinated Plan are designed with a specific focus on improving transportation access for senior adults, persons with disabilities, and people with low incomes in Calaveras County.¹ The Coordinated Plan describes both capital and noncapital projects that will improve transportation services for these target demographic groups and are therefore eligible to receive funding through the Federal Transit Administration's (FTA) Enhanced Mobility of Seniors and Individuals with Disabilities program (Section 5310).

COORDINATED PLAN CONTEXT AND APPROACH

The Coordinated Plan begins with a review of existing conditions in Calaveras County, including regional demographics and current transportation providers. The demographics analysis looks at both the countywide population as well as the underrepresented populations that are the focus of the Section 5310 program. The analysis of current transportation providers will review the existing services in Calaveras County and identify interregional connections and opportunities between Tuolumne County and Amador County.

In the Draft Coordinated Plan, goals and strategies, stakeholder input, transportation service needs, and gaps, as well as the identification of duplicative services, will be provided. Finally, potential coordination strategies to enhance regional mobility will be analyzed and recommended goals and strategies will be presented, ultimately culminating in the Final Coordinated Plan.

CALAVERAS COUNCIL OF GOVERNMENTS

The Calaveras Council of Governments (CCOG) is the Regional Transportation Planning Agency (RTPA) in Calaveras County. It was formed under a Joint Powers Agreement between the County of Calaveras and the City of Angels (Angel Camp) in 1998, as required by California law². With these designations, CCOG is responsible for leading short-term and long-term transportation planning efforts in Calaveras County, securing state and federal transportation grants, overseeing public transit funding, supporting local

¹ Federal Transit Administration (FTA). (2022). *Coordinated Public Transit-Human Services Transportation Plans*. USDOT. <https://www.transit.dot.gov/funding/grants/coordinated-public-transit-human-services-transportation-plans>

² About Us | Calaveras Council of Governments. (2013, October 10). *Calaveras Council of Governments* |. <https://calacog.org/about-us/>

agencies with funding and coordination, and approving short-range transportation capital improvement programs.

To determine what transportation investments should be made with available funding, CCOG continually assesses transportation needs across the region. Planning efforts led by CCOG include the Coordinated Plan, Regional Transportation Plan (RTP), and the Short-Range Transit Plan (S RTP), among others.

Current Council Members and Alternates

As of May 2024, CCOG is comprised of seven members: two (2) County Board Supervisors, two (2) City of Angels Council Members; and three (3) members from the public at large. The Council generally meets the first Wednesday of each month, at 5:30 PM. at the Calaveras County Board of Supervisors Chambers. Table 1 shows the current members and the alternate members of CCOG.

Table 1: Calaveras Council of Governments Members	
COUNCIL MEMBERS:	
Pat Bettinger	Citizen Member
Justin Catalano	Citizen Member
Tim Muetterties	Citizen Member
Gary Tofanelli	Board of Supervisors
Amanda Folendorf	Board of Supervisors
Caroline Schirato	City Council
Isabel Moncada	City Council
COUNCIL MEMBER ALTERNATES:	
Benjamin Stopper	County Alternate
Alvin Broglio	City Council Alternate
L Bruce Miller	Citizen Member Alternate
<i>Source: https://calacog.org/about-us/council-and-staff/</i>	

Social Services Transportation Advisory Council

The Calaveras County Social Services Transportation Advisory Council (SSTAC) was established per the requirements of California Senate Bill 498 and is responsible for advising CCOG on transit issues pertinent to underserved populations. Focus populations for the SSTAC include the elderly, disabled, and low-income groups. A full SSTAC consists of eleven (11) voting members, however, there are currently only six (6) active members (Table 2).

Table 2: Calaveras Social Services Transportation Advisory Council Members	
Suzanne Jasper	ARC Client
Chris McCoy	Area 12 on Aging
Karyn Gregorius	ARC of Amador/Calaveras Counties
Marti Crane	Volunteer Center of Calaveras
Cynthia Lawrence	Paratransit Services, Calaveras County Transit Operator
Ex Officio	Caltrans - District 10
Vacancies	Currently five (5) Vacant Representative Positions
<i>Source: CCOG, 2024</i>	

One of the SSTAC's primary responsibilities is to identify transit needs in Calaveras County through the annual Unmet Transit Needs Assessment process and recommend to the CCOG Board of Directors which needs are unmet and reasonable to meet.

FEDERAL COORDINATION REQUIREMENTS

The FTA's Section 5310 program improves mobility for senior adults and people with disabilities by reducing barriers that prevent the use of existing transportation resources or by developing new services designed specifically to address unmet transit needs impacting these groups. Section 5310 is a formula funding award program; funding is awarded to states based on the number of senior and disabled residents. In California, Caltrans then allocates funding through a competitive award process to nonprofit organizations, local governments, and other transportation providers. Projects eligible for Section 5310 funding include both capital and noncapital investments; capital investments include projects such as new vans or wheelchair lifts, while noncapital investments include projects such as funding a volunteer driver program or improving information resources.

To receive Section 5310 funding, projects must be "included in a locally developed, coordinated public transit-human services transportation plan," also referred to as a Coordinated Plan.³ The FTA defines a Coordinated Plan as a study "that identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, provides strategies for meeting those local needs, and prioritizes transportation services for funding and implementation." The Coordinated Plan must be "developed and approved through a process that includes participation" by seniors, individuals with disabilities, low-income individuals, human services agencies, and transportation providers. FTA circular 9070.1G describes the required components of a Coordinated Plan, which include:

- An assessment of available services that identifies current transportation providers (public, private, and non-profit).
- An assessment of transportation needs and gaps in service for individuals with disabilities, older adults, and people with low incomes. This assessment can be based on the experiences and perceptions of the planning partners or on more sophisticated data collection efforts.
- Strategies, activities, and/or projects to address the identified gaps between current services and needs, as well as opportunities to achieve efficiencies in service delivery.
- Priorities for implementation based on resources (from multiple transportation programs), time, and the feasibility of implementing the specific strategies and/or activities identified.

This Coordinated Public Transit Human Services Transportation Plan for Calaveras County complies with FTA requirements, therefore the mobility projects described in this plan are eligible to receive Section 5310 funding. Federal statutes require a 50 percent local match for recipients to use Section 5310 funds on operations. The local match requirement for capital expenses (including acquisition of public transit services) is 20 percent.

³ *Federal Transit Administration (FTA). (2022). Coordinated Public Transit-Human Services Transportation Plans. <https://www.transit.dot.gov/funding/grants/coordinated-public-transit-human-services-transportation-plans>*

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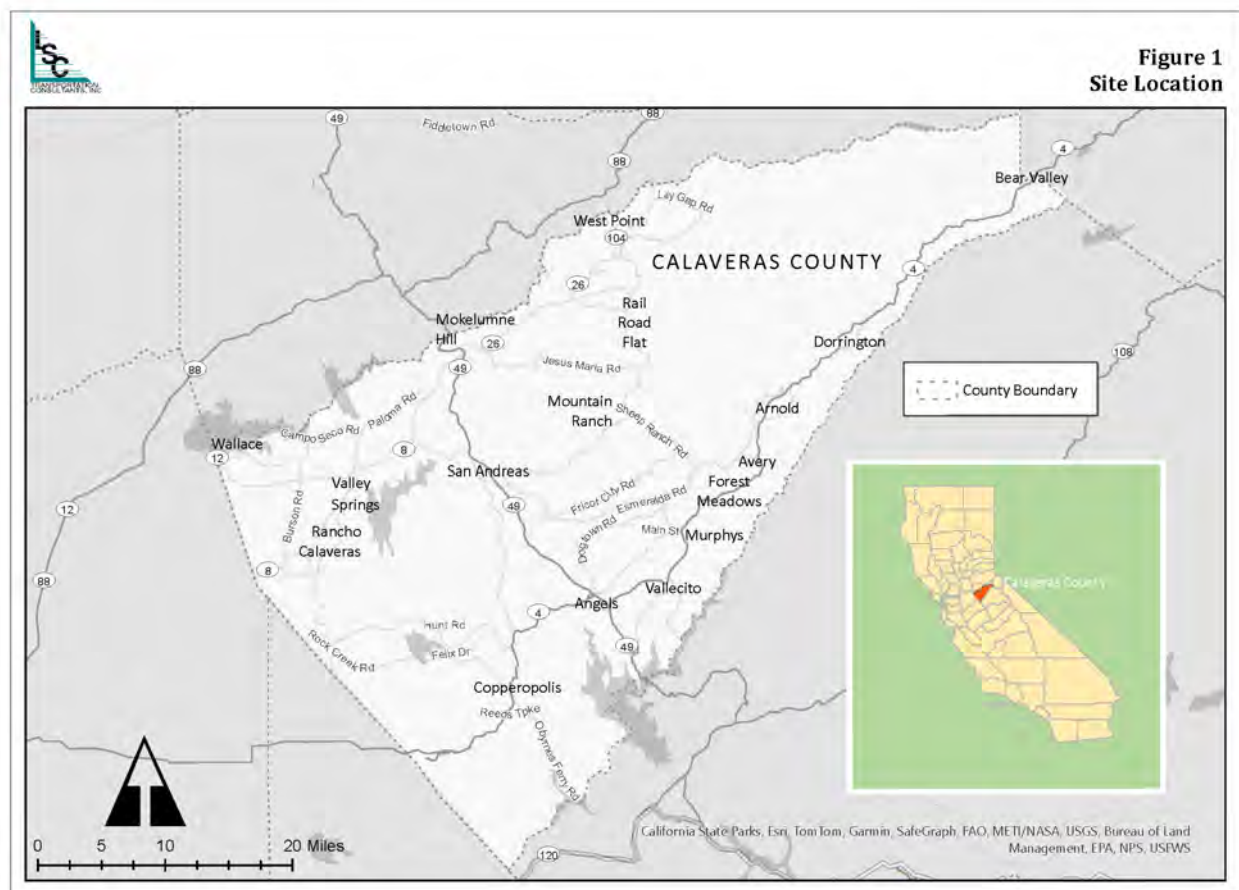
CALAVERAS COUNTY EXISTING CONDITIONS

INTRODUCTION

Mobility is a vital issue pertinent to realizing a high quality of life. Important locations that people often need to travel to include places of work, medical facilities, schools, shops, and other public or commercial centers. This chapter reviews the geographic, demographic, and socioeconomic characteristics of Calaveras County that influence travel patterns and drive transit demand across the region.

GEOGRAPHY

Calaveras County lies in the heart of California's Gold Country, bordered by Amador County to the north, Alpine County to the east, Tuolumne County to the south, and San Joaquin and Stanislaus County to the west. Calaveras County lies along the western slope of the Sierra Nevada range, stretching from the Central Valley to the west to almost the Sierra Crest to the east. It is known for outdoor recreation, wineries, and a rich mining history. The tourism sector represents a large portion of local economic activity, along with the agriculture and services sectors. Calaveras County is shown in Figure 1.



DEMOGRAPHICS

According to the 2022 American Community Survey 5-Year Estimates, the Calaveras County population is 45,674. The County is quite rural, with an average population density of only 44.4 people per square mile (compared to California's average of 237) as of the 2020 US Census. The County has one incorporated city: City of Angels (Angels Camp). There are 15 census-designated places (CDP), many of which can be seen in Figure 1. This section discusses Calaveras County population characteristics that influence the need for transportation services.

Population Characteristics

Table 3 shows historical population data, sourced from the US Census Bureau, for Calaveras County. Data for the State of California is also included as a point of reference. Based on the census data, the total Calaveras County population remained the same from 2010 to 2020 or had less than 0 percent population change per year (Table 3). This was a slower rate of growth compared to the State of California, which experienced 6 percent growth during the same decade. Just over half of all Calaveras County residents lived in a CDP during the ten-year period analyzed. Rancho Calaveras, Angels Camp, and Valley Springs had the highest populations. Most services are concentrated in the Angels Camp area and San Andreas, which is the county seat.

San Andreas and the Valley Springs area experienced more rapid growth from 2010 to 2020 compared to Calaveras County as a whole (6.4 percent and 3.2 percent, respectively) (Table 3). Most of this growth occurred in the latter five years considered, suggesting that the two cities may grow into more significant population centers in the future. The population living in unincorporated Calaveras County grew by 5 percent from 2010 to 2020 (0.3 percent per year).

Table 3: Historic and Current Calaveras County Population						
	2010		2015		2020	
	Population	% Annual Growth	Population	% Annual Growth	Population	% Annual Growth
Calaveras County	45,994	--	44,767	-0.5%	45,828	0.5%
Rancho Calaveras	6,191	--	6,023	-0.6%	6,310	0.9%
Arnold	3,439	--	2,554	-6.0%	2,099	-3.9%
Angels Camp	3,790	--	3,753	-0.2%	3,889	0.7%
Copperopolis	4,021	--	4,396	1.8%	3,566	-4.2%
Valley Springs	4,031	--	3,321	-3.9%	3,890	3.2%
San Andreas	2,708	--	2,706	0.0%	3,729	6.4%
Murphys	2,325	--	2,091	-2.1%	1,944	-1.5%
Balance of the County	19,489	--	19,923	0.4%	20,401	0.5%
State of California	37,253,956	--	38,907,642	0.9%	39,538,223	0.3%
<i>Source: US Census and California Department of Finance.</i>						

Population projections by age group for Calaveras County, sourced from the California Department of Finance (DOF), are shown in Table 4. As indicated, the total Calaveras County population is projected to shrink by 3 percent from 2020 to 2030. The fastest-growing age group during this period will be senior adults: the population of mature retirees (those between 75 and 84 years old) is forecasted to grow by 28 percent and the population of older seniors (those ages 85 and older) is forecasted to grow by 62 percent from 2020 to 2030. The population of older seniors is expected to grow rapidly in the following decade as well, meaning this age group is projected to more than double from 2020 to 2040 (99 percent growth). The forecasted growth of Calaveras County's senior adult population is important, as many seniors rely on transportation services for mobility. The growing senior population will likely drive increased demand for transportation services catered to the needs of seniors, such as non-emergency medical transportation or paratransit.

Table 4: Calaveras County Population Projections by Age Category								
Year	Total (All Ages)	Preschool (0-4 years)	School Age to Young Adult (5-19 years)	College Age (20-24 years)	Working Age (25-64 years)	Young Retirees (65-74 years)	Mature Retirees (75-84 years)	Older Seniors (85 or older)
2010	45,578	1,992	7,902	1,883	24,236	5,809	2,784	972
2020	45,277	1,957	6,150	2,814	20,203	7,573	4,734	1,846
2030	43,735	2,157	5,799	2,074	18,117	6,553	6,040	2,995
2040	40,752	1,841	6,313	1,957	17,647	4,216	5,099	3,679
2010 to 2020 Change								
Number	-301	-35	-1,752	931	-4,033	1,764	1,950	874
Percent	-1%	-2%	-22%	49%	-17%	30%	70%	90%
2020 to 2030 Change								
Number	-1,542	200	-351	-740	-2,086	-1,020	1,306	1,149
Percent	-3%	10%	-6%	-26%	-10%	-13%	28%	62%
2030 to 2040 Change								
Number	-2,983	-316	514	-117	-470	-2,337	-941	684
Percent	-7%	-15%	9%	-6%	-3%	-36%	-16%	23%
<i>Sources: California Department of Finance. Report P-2B: Population Projections by Individual Year of Age, 2020-2060, California Counties and Total Population Only By Age and Race/Hispanics, and Gender: 2000-2010</i>								

Transit Dependency

A significant proportion of riders on transit and transportation services tend to belong to what is referred to as the transit-dependent population. This Coordinated Plan analyzes the following potentially transit-dependent groups: senior adults ages 65 or older, people with a disability, people living below the poverty level, people who are unemployed, and people who live in households with no available vehicle. This study uses US Census Bureau American Community Survey (ACS) definitions to define the disabled, unemployed, and low-income populations.

Table 5 details the number of transit-dependent persons living in Calaveras County by community using data from the ACS 2021 Five-Year Estimates. There is overlap between the different transit-dependent groups; for instance, someone may be a senior adult, disabled, and live in a zero-vehicle household. However, the ACS data still reveals important trends regarding where those with the potentially greatest need for mobility services live in Calaveras County. More detailed maps of these demographic concentrations are included in Appendix A. Key takeaways from Table 5 include:

- One-third (29 percent) of Calaveras County residents are senior adults over the age of 65. As approximately 15 percent of the State of California population are senior adults, Calaveras County has nearly twice the number of senior adults statewide. The greatest concentration of Calaveras County senior adults are living within the Valley Springs/South Camanche Shore area (13.4 percent or 1,769 people), San Andreas/Mokelumne Hill/Happy Valley area (10.6 percent or 1,395 people), and Angels Camp/Altaville area (10.3 percent or 1,358 people).
- One-fifth (21 percent) of Calaveras County residents have a disability. This is higher than the rest of the State of California, which has an 11 percent disabled population as a whole. Roughly 18.4 percent of the Calaveras County disabled residents, or 1,776 disabled people, live in Valley Springs. This is followed by 13 percent, or 1,257 disabled people living in the West Point/Wilseyville area, and 11.3 percent, 1,094 disabled people, living in the San Andreas/Mokelumne Hill area.
- Persons living below the federal poverty level account for 12 percent of California’s total population. Calaveras County is only slightly above this rate, with 13% of its population living below the federal poverty level. The areas of Calaveras County with the highest concentration of people living below the poverty line are in West Point/Wilseyville (18.3 percent or 1,083 people), San Andreas/Mokelumne Hill (15.5 percent or 916 people) Rancho Calaveras (15 percent or 887 people), and Valley Springs/South Camanche Shore (11.2 percent or 663 people).
- It is estimated that 2 percent of Calaveras County households are zero-vehicle households, well below the State of California’s 7 percent average. As Calaveras County is rural and has limited transportation options which would cause most households to need to own a vehicle, it is unsurprising that the county average is lower than the state average. Of the 2 percent, or 355 households, currently living without access to a vehicle, 25.6 percent, or 91 households, are located in the Murphys/Vallecito/Douglas Flat communities. Another 19.7 percent, or 70 zero-vehicle households, are also located within the Angels Camp/Altaville area of Calaveras County.

Transit Needs Index

The purpose of the Transit Needs Index (TNI) is to calculate which communities in Calaveras County have the greatest comparative need for transit services across all of the priority demographic groups. The TNI provides a high-level overview of how transit-dependent residents (the subgroups discussed above) are distributed across Calaveras County, and therefore where additional or expanded transportation services may be most warranted. The Calaveras County TNI is shown in Table 6 and Figure 2.

Table 5: Calaveras County Region Demographic Characteristics

Census Tract	Communities	Total Persons	Youth (Under 18)		Senior Adults (65+)		Persons with a Disability		Persons Below Poverty Level		Total Households	Zero-Vehicle Households	
			#	%	#	%	#	%	#	%		#	%
1.21	Altaville, Angels Camp	4,326	831	10.8%	1,358	10.3%	875	9.1%	451	7.6%	1,855	70	19.7%
1.22	Murphys, Vallecito, Douglas Flat	3,297	333	4.3%	1,217	9.3%	787	8.1%	332	5.6%	1,467	91	25.6%
1.23	Copper Cove Subdivision	2,940	505	6.6%	739	5.6%	403	4.2%	258	4.4%	1,107	9	2.5%
1.24	Milton, Copperopolis, Copper Cove Village	2,152	421	5.5%	658	5.0%	397	4.1%	153	2.6%	863	30	8.5%
2.2	Milton, Rancho Calaveras	6,271	1,338	17.4%	1,183	9.0%	842	8.7%	887	15.0%	2,130	20	5.6%
2.21	Valley Springs, South Camanche Shore	6,691	1,310	17.0%	1,769	13.4%	1,776	18.4%	663	11.2%	2,181	12	3.4%
2.22	Rancho Calaveras, Mother Lode Acres	3,669	574	7.5%	1,000	7.6%	651	6.7%	89	1.5%	1,359	6	1.7%
3.01	San Andreas, Mokelumne Hill, Happy Valley	4,272	803	10.4%	1,395	10.6%	1,094	11.3%	916	15.5%	1,631	0	0.0%
3.02	Oak Park Estates, Calaveritas, Mountain Ranch, Sheep Ranch	3,121	289	3.8%	1,006	7.6%	831	8.6%	672	11.4%	1,035	0	0.0%
4	Rail Road Flat, West Point, Wilseyville	4,328	664	8.6%	1,042	7.9%	1,257	13.0%	1,083	18.3%	1,460	60	16.9%
5.01	Ponderosa Park, Sunset Point, Hathaway Pines, Hathaway Mountain Pines, Avery, Ebbetts Pass Highlands, Lakemont Pines, Meadowmont, Arnold, Forest Meadows, Red Apple, Indian Hills	2,752	454	5.9%	930	7.1%	371	3.8%	212	3.6%	1,124	21	5.9%
5.04	White Pines, Arnold, Dorrington, Cottage Springs, Tamarack, Tamarack Springs, Sky High	589	36	0.5%	270	2.1%	123	1.3%	70	1.2%	286	0	0.0%
5.05	Arnold	913	111	1.4%	346	2.6%	221	2.3%	115	1.9%	436	22	6.2%
5.06	Pinebrook, Mountain Retreat, Blue Lake Springs, Lakeside Terrace, Avery, Fly-In Acres, McKay	353	21	0.3%	242	1.8%	32	0.3%	14	0.2%	264	14	3.9%
Total		45,674	7,690	17%	13,155	29%	9,660	21%	5,915	13%	17,198	355	2%
Source: American Community Survey 2022 5-Year Estimates													

Figure 2
Transit Needs Index

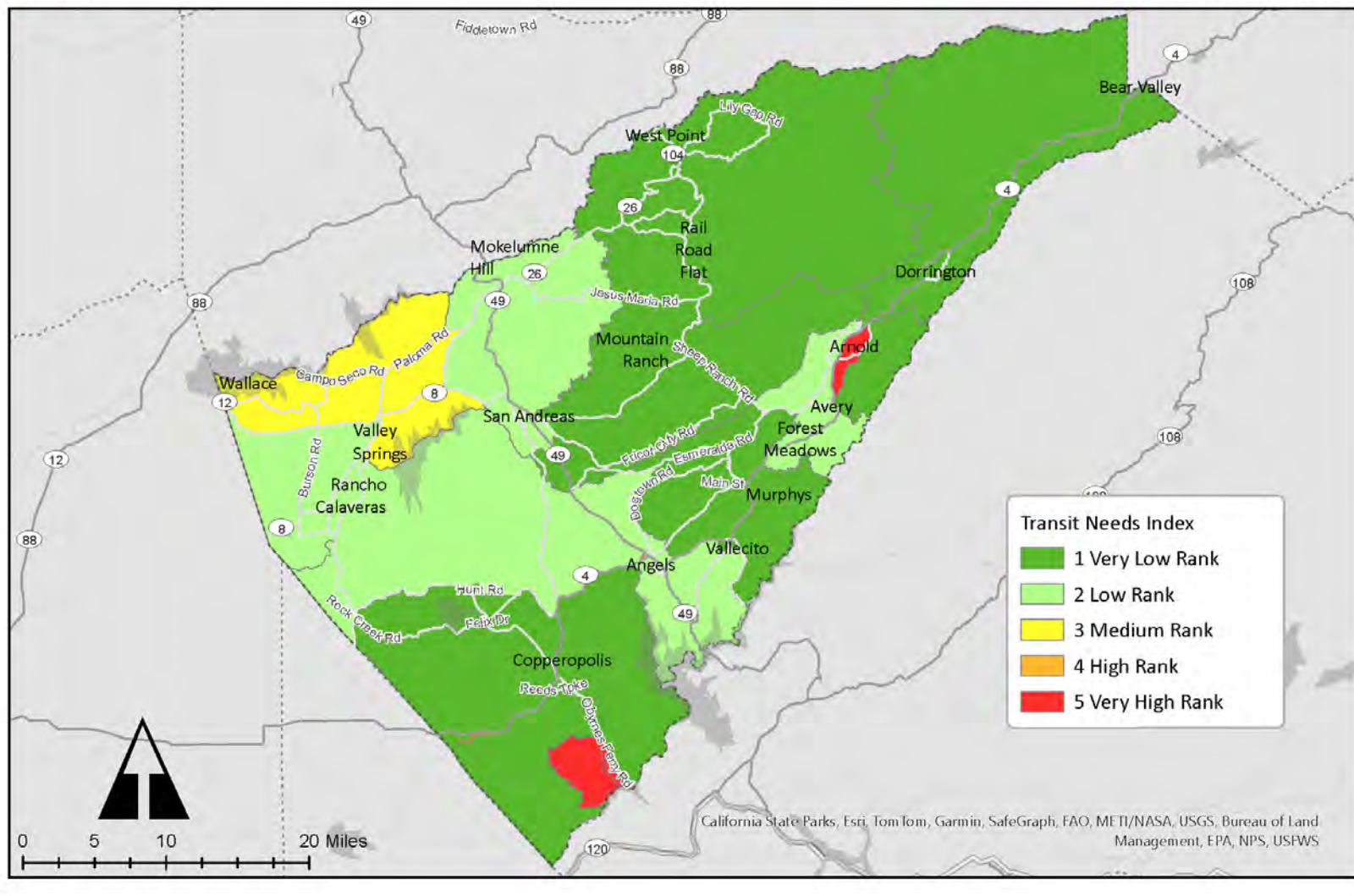


Table 6: Calaveras County Transit Needs Index

		Rank					Legend	
							1	Very Low Rank
							2	Low Rank
							3	Medium Rank
							4	High Rank
							5	Very High Rank
Census Tract	Communities	Youth (Under 18 Years)	Senior Adults (65+)	Persons with a Disability	Persons Below Poverty Level	Zero-Vehicle Households	Overall Transit Needs Index Rank	
1.21	Altaville, Angels Camp	2	2	2	1	1	8	
1.22	Murphys, Vallecito, Douglas Flat	1	1	1	1	1	5	
1.23	Copper Cove Subdivision	5	4	3	4	5	21	
1.24	Milton, Copperopolis, Copper Cove Village	1	1	1	1	1	5	
2.2	Milton, Rancho Calaveras	2	1	1	2	1	7	
2.21	Valley Springs, South Camanche Shore	3	2	3	2	1	11	
2.22	Rancho Calaveras, Mother Lode Acres	2	2	2	1	1	8	
3.01	San Andreas, Mokelumne Hill, Happy Valley	2	1	1	2	1	7	
3.02	Oak Park Estates, Calaveritas, Mountain Ranch, Sheep Ranch	1	1	1	1	1	5	
4	Rail Road Flat, West Point, Wilseyville	1	1	1	1	1	5	
5.01	Ponderosa Park, Sunset Point, Hathaway Mountain Pines, Hathaway Mountain Pines, Avery, Ebbetts Pass Highlands, Lakemont Pines, Meadowmont, Arnold, Forest Meadows, Red Apple, Indian Hills	2	2	2	2	2	10	
5.04	White Pines, Arnold, Dorrington, Cottage Springs, Tamarack, Tamarack Springs, Sky High	1	1	1	1	1	5	
5.05	Arnold	4	5	5	5	3	22	
5.06	Pinebrook, Mountain Retreat, Blue Lake Springs, Lakeside Terrace, Avery, Fly-In Acres, McKay	1	1	1	1	1	5	

Source: LSC Transportation Consultants, Inc.

To develop the TNI, the first step was to calculate the concentration of each transit-dependent population type in each census tract. For example: youths per square mile in Valley Springs. Next, these concentration values were divided into quintiles by transit-dependent population type and census tract. These concentration values were ranked on a scale of 1 (very low need) to 5 (very high need). The rank scores for each transit-dependent population type were added together for each census tract to determine an overall transit needs index score. These overall scores represent the respective TNI values for each community.

The two communities with the highest TNI ranks, and therefore the greatest assumed need for transportation services, are the communities within Census Tract 5.05 and Census Tract 1.23. These areas include the communities of Avery, Lakemont Pines, Lilac Park, Grizzly Ridge, Arnold, Blue Lake Junction, Meadowmont, Ebbetts Pass Highlands, and Copper Cove Subdivision. Other communities that the TNI suggests have moderate to high need for transit services include Valley Springs, South Camanche Shore, Ponderosa Park, Sunset Point, Hathaway Pines, Hathaway Mountain Pines, Avery, Forest Meadows, Red Apple, and Indian Hills.

ECONOMY

Demographic factors may influence who needs transportation services, but it is often the economic features of a region that determine where people need to travel on said services. This section summarizes important Calaveras County activity centers that are highly visited by local residents.

ACTIVITY CENTERS

Activity centers refer to locations that are highly visited and therefore, generate large numbers of trips by people coming and going. Activity centers include commercial retail, public and private educational institutions, medical centers, government facilities, cultural and tourist attractions, and consolidated residential areas (e.g., high-density housing with a high percentage of transit-dependent residents). Table 7 and Figure 3 depict activity centers in the major communities being considered in this Coordinated Plan. It should be noted that the list presented is not all-inclusive of all Calaveras activity centers. Many Calaveras County residents will also travel to the cities of Lodi, Modesto, Fresno, Stockton, Sacramento, or the San Francisco Bay Area if they need an amenity not available locally. Local services include the following major categories:

- **Human Services & Tribal Agencies** – Health and human services, as well as tribal agencies are mostly located in Angels Camp, the Forest Meadows/Murphys area, Mokelumne Hill, San Andreas, and West Point. San Andreas has the highest concentration of services including HRC Food Bank, Calaveras Head Start, The Resource Connection, The Arc, and First 5 Calaveras.
- **Government/ Public Services** – San Andreas is also the primary location of government services in the region, though libraries are located throughout the county.
- **Affordable and Senior Housing** – All identified senior services and affordable housing are located within the communities of Angels Camp, Forest Meadows/Murphys, and San Andreas.
- **Shopping**– Concentrated commercial retail is located mostly in Angels Camp and San Andreas, however, there are several smaller markets, retail, and supply stores throughout the county.

Table 7: Major Transit Activity Centers in the Calaveras Region

	Human Services & Tribal Agencies	Government	Affordable & Senior Housing	Shopping	Education	Medical
Angels Camp	Sierra Hope Resource Connection Food Bank ₁	Calaveras County Library Calaveras County Office of Education	Habitat for Humanity Calaveras Foothill Village Senior Living Common Ground Senior Services	Save Mart RiteAid CVS Dollar General Tractor Supply	Columbia College Mark Twain Elementary School Bret Harte Union High School Vallecito High School	Angels Camp Family Medical Center James Dalton Medical Office Angels Camp Rapid Care Sonora Regional Medical Center Adventist Health Hospital MACT Dental Clinic
Arnold/Avery		Calaveras County Library		Big Trees Market Dollar General	Hazel Fischer Elementary School Avery Middle School	Arnold Family Medical Center
Copperopolis		Copper Valley Community Services District Calaveras County Library	Young's Payless Market IGA		Copperopolis Elementary School	Dignity Health Family Medical Center
Dorrington		Independence Hall Community Center		Camp Connell General Store		
Forest Meadows/ Murphys	The Resource Connection - Childcare Resource & Referral Services California Valley Miwok Tribe	Calaveras County Library	CBM Murphys Senior Center Murphys Senior Center Murphys Diggins Mobile Home Park	Murphy's Market Sierra Hills Natural Food	Albert Michelson Elementary School	
Mokelumne Hill	The Resource Connection - Childcare Resource & Referral Services	Calaveras County Library		Moke Hill Market	Mokelumne Hill Elementary School	
Rancho Calaveras/ Valley Springs		Calaveras Veterans Service Calaveras County Library		Mar-Val Food Stores CVS Dollar General	Valley Springs Elementary School	Valley Springs Health & Wellness
San Andreas	HRC Food Bank/Emergency Services Calaveras Head Start Common Ground Senior Services The Resource Connection The Arc of Amador and Calaveras Counties First 5 Calaveras	Calaveras County Government Center CA State DMV Branch Calaveras County Library CA Superior Court Calaveras County Calaveras County Sheriff's Office/Jail	Calaveras Senior Center Golden San Andreas Care Center Oak Shadows Mobile Home Park	Penny Pinchers San Andreas Pharmacy Treats True Value General Store County Feed and More	San Andreas Elementary School Calaveras High School Gold Strike High School Calaveras River Academy Mountain Oaks School	Calaveras County Health & Human Services Mark Twain St. Joseph Hospital San Andreas Community Clinic Outpatient Specialty Center MACT Medical Clinic MACT Dental Clinic MACT Behavioral Health
West Point	Blue Mountain Community Services	Calaveras County Library		Dollar General	West Point Elementary School	
Out-of-County Locations						
Stockton, Sacramento, San Francisco, Tuolumne County, Amador County						
Source: LSC Transportation Consultants, Inc.						
Note 1: The Resource Connection facilitates several programs in Calaveras County, including Calaveras Children's Advocacy Center, Calaveras Crisis Center, Early Childhood Programs, the Food Bank of Calaveras County, WIC of Amador & Calaveras Counties						

- **Education** – Calaveras County has four school districts that include a total of ten elementary schools, two middle schools, and four high schools. The Calaveras County Office of Education operates Calaveras River Academy, and Oakendell Community School, and authorizes Mountain Oaks Charter School. Columbia College is located in the adjacent Tuolumne County.
- **Healthcare/Medical** – Most of the County’s major medical services are located in Angels Camp and San Andreas. However, many county residents travel outside of the county to Tuolumne and Amador for medical services.

EMPLOYMENT

Large employers often generate high levels of transportation demand, from both the employees as well as clients/customers. Major employers in Calaveras County are listed in Table 8, based on data from the California Employment Development Department (CA EDD).

Employer	Location	Industry	# Employed
Bear Valley Mountain Resort	Bear Valley	Skiing Centers & Resorts	250-499 Employees
Forestry & Fire Protection	San Andreas	State Government-Land/Mineral/Wildlife/Forest	250-499 Employees
Mark Twain Medical Ctr	San Andreas	Hospitals	250-499 Employees
Avalon Training Ctr	San Andreas	Nursing & Convalescent Homes	100-249 Employees
Bret Harte High School	Angels Camp	Schools	100-249 Employees
Calaveras County	San Andreas	Government Offices-County	100-249 Employees
Native Daughters-Golden West	Murphys	Fraternal Organizations	100-249 Employees
Rite-Passage-Sierra Ridge Acad	San Andreas	Residential Care Homes	100-249 Employees
Big Trees Market	Arnold	Grocers-Retail	50-99 Employees
Calaveras County Human Svc	San Andreas	Government Offices-County	50-99 Employees
Calaveras County Sheriff	San Andreas	Government Offices-County	50-99 Employees
Calaveras County Surveyor	San Andreas	Government Offices-County	50-99 Employees
Calaveras County Water Dist	San Andreas	Utility Contractors	50-99 Employees
Calaveras High School	San Andreas	Schools	50-99 Employees
Calaveras Public Works Dept	San Andreas	Government Offices-County	50-99 Employees
California Pavement Mntnc Co	Murphys	Pavement Marking	50-99 Employees
Foothill Village Senior Living	Angels Camp	Retirement Communities & Homes	50-99 Employees
Ironstone Vineyards	Murphys	Vineyards	50-99 Employees
Jerry Lind Elementary School	Valley Springs	Schools	50-99 Employees
UPS Customer Ctr	Angels Camp	Mailing & Shipping Services	50-99 Employees
Worldmark Angels Camp	Angels Camp	Resorts	50-99 Employees
John Vierra High School	Vallecito	Schools	50-99 Employees
Mar-Val Food Stores	Valley Springs	Grocers-Retail	50-99 Employees
Source: Employment Development Department, www.labormarketinfo.edd.ca.gov . Accessed March 2024.			

Though the data is the most current and up-to-date data from the CA EDD, some inaccuracies may be present, particularly regarding seasonal or part-time jobs. Most large employers (250-499 employees) are within San Andreas, with the largest employers being Mark Twain Medical Center and Forestry and Fire Protection. Bear Valley Mountain Resort also has between 250 and 499 employees seasonally.

Someone is considered unemployed if they are eligible for work, are not currently employed, but are seeking work. Calaveras County has an unemployment rate of 4.7 percent according to the Employment Development Department (EDD), which is lower than the rest of the State of California which has an unemployment rate of 5.3 percent.

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INVENTORY OF TRANSPORTATION SERVICES

INTRODUCTION

This chapter provides a brief overview of existing transportation services in or adjacent to Calaveras County by service type (public, tribal, nonprofit/social services, or private). Both local and interregional services are described. The information presented in this chapter provides the foundation on which potential coordination strategies will be developed.

PUBLIC TRANSPORTATION PROVIDERS

Calaveras Connect

Calaveras Connect is the public transportation provider serving Calaveras County with connections to Tuolumne and Amador counties. Calaveras Connect provides three fixed route services as well as a Dial-A-Ride service called Direct Connect (Figure 3). Detailed service information, performance, and fare information are described in further detail below and summarized in Tables 9 through 12.



Red Line

This deviated fixed route connects the communities of Valley Springs and Arnold, making stops in San Andreas, Angels Camp, Douglas Flat, Murphys, and Avery with pick-up/drop-off stops allowed by request up to three-quarters of a mile off the route. Deviation requests must be made at least two hours in advance. Flag stops are also allowed anywhere deemed safe by the driver along the Red Line route. Passengers are encouraged to call in advance if they are boarding at a flag stop. The Red Line operates Monday-Friday between the hours of 6:10 AM and 8:13 PM. This service as well as the other fixed route services provided by Calaveras Connect are summarized in Table 9.

Saturday Hopper

This deviated on-demand fixed route connects the communities of San Andreas and Murphys with Arnold on-demand, making stops in Angels Camp and Murphys, with pick-up/drop-offs allowed by request up to three-quarters of a mile off the route. Deviation requests must be made at least two hours in advance. The Saturday Hopper operates only on Saturdays between March and November between 9:45 AM and 6:25 PM.

Columbia College Shuttle

This deviated fixed route serves Angels Camp and Columbia College with pick-up/drop-offs allowed by request up to three-quarters of a mile off the route. Deviation requests must be made at least two hours in advance. The Columbia Connect Shuttle operates Monday-Friday when school is in session from 8:15 AM to 6:35 PM. This route enables transfers to Tuolumne County Transit services at Columbia College.

Figure 4
Calaveras Connect Services

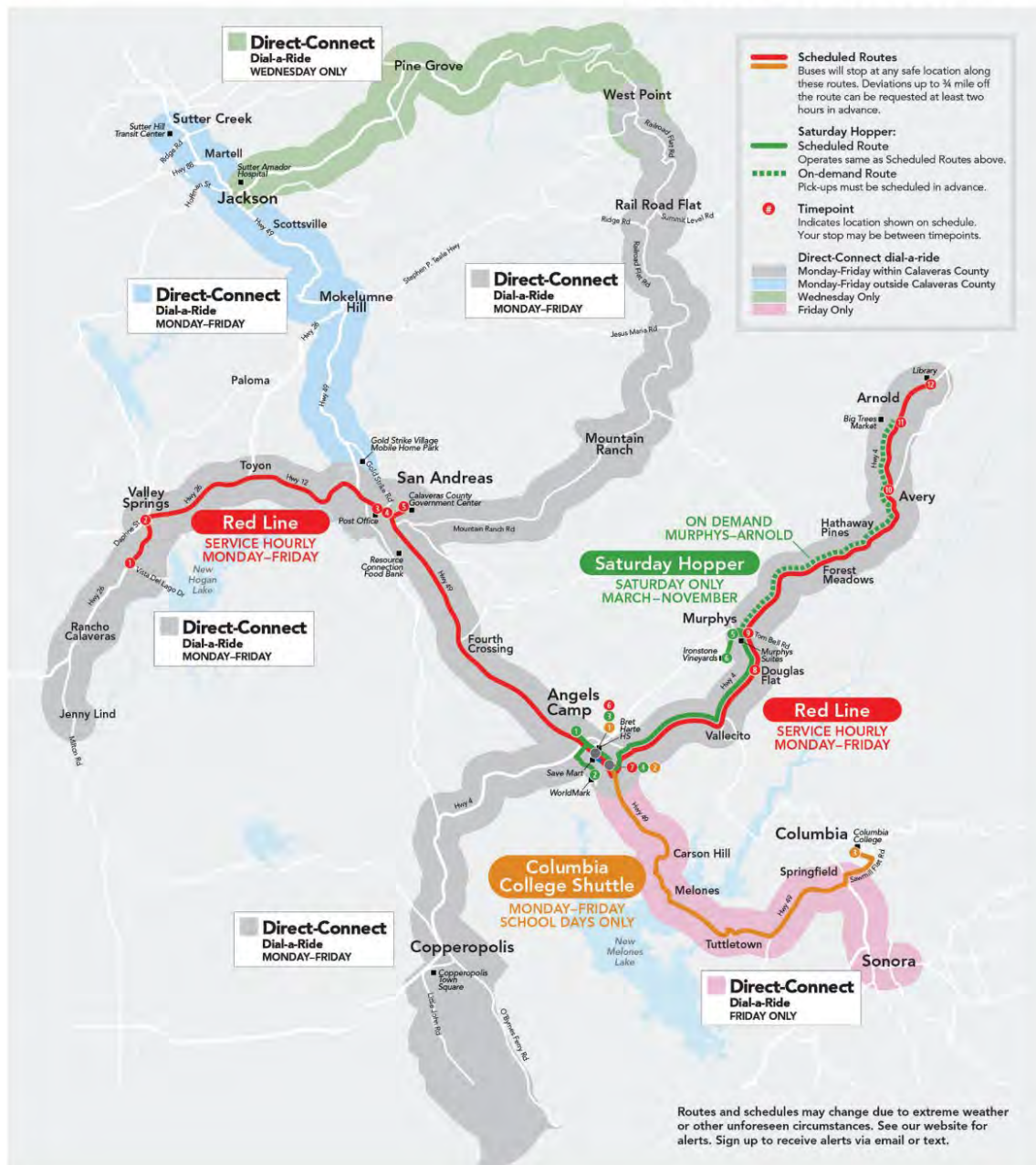


Table 9: Summary of Calaveras Connect Services and Frequency

	Service Hours ¹				Start & End Locations		Weekday Service Frequency (Minutes)
	Weekday Service		Saturday Service				
	Start	End	Start	End	Start	End	
<u>Bus: Fixed Route</u>							
Red Line ² <i>Mondays - Fridays</i>	6:10 AM	8:13 PM	No Service	No Service	Valley Springs - Vista Del Lago Dr.	Arnold Library	60
Columbia College Shuttle <i>Mondays - Fridays</i>	8:15 AM	6:35 AM	No Service	No Service	Angels Camp - Save Mart	Columbia College	5 Round Trips per Day
Saturday Hopper <i>Saturdays Only</i>	No Service	No Service	9:45 AM	6:25 PM	San Andreas - Post Office	Murphys ³	60
<u>DAR: Direct Connect⁴</u>							
Grey Zone <i>Couty-wide in Calaveras County Mondays - Fridays</i>	8:00 AM	5:00 PM	No Service	No Service	Not Applicable	Not Applicable	Not Applicable
Green Zone <i>West Point & Wilseyville to Jackson⁵ Wednesdays Only</i>	8:00 AM	5:00 PM	No Service	No Service	Not Applicable	Not Applicable	Not Applicable
Blue Zone <i>San Andreas to Sutter Creek⁵ Mondays - Fridays</i>	8:00 AM	5:00 PM	No Service	No Service	Not Applicable	Not Applicable	Not Applicable
Pink Zone <i>Angels Camp to Sonora⁵ Fridays Only</i>	8:00 AM	5:00 PM	No Service	No Service	Not Applicable	Not Applicable	Not Applicable
Note 1: Summary accurate as of October, 2023. No service on New Year’s Eve, New Year’s Day, Martin Luther King Jr. Day, President’s Day, Memorial Day, Independence Day, Labor Day, Veterans Day, Thanksgiving, the day after Thanksgiving, Christmas Eve, and Christmas Day. No Sunday service. Note 2: On the Red Line only, passengers may flag the bus and the bus will stop anywhere that is safe on the route. Deviations within 3/4 mile off of the main road are available. Note 3: Forest Meadows, Hathaway Pines, Avery, and Arnold are pickups must be scheduled in advance with transit agency staff. Note 4: All Direct-Connect service by reservation only. Note 5: Service is available outside of Calaveras County on Direct Connect by reservation only and only on specific days. Source: https://calaverasconnect.org/routes							

Direct Connect Dial-A-Ride

Dial-A-Ride (DAR) service is available to the general public for destinations in Calaveras County and to communities outside the county under the branding of Direct Connect Dial-A-Ride. Communities within Calaveras County are served Monday through Friday between 8:00 AM and 5:00 PM and include:

- The Highway 12 corridor between San Andreas and Jenny Lind,
- The Mountain Ranch Road/Railroad Flat Road corridor between San Andreas and West Point,
- The Highway 49 corridor between San Andreas and Angels Camp, and
- The Highway 4 corridor between Copperopolis and Arnold.

On-Demand/DAR services to out-of-county destinations between 8:00 AM and 5:00 PM include:

- The Highway 49 corridor between San Andreas and Sutter Creek, served Monday through Friday,
- The Highway 88/26 corridor between Jackson and West Point, served Wednesdays only, and
- The Highway 49 corridor between Angels Camp and Sonora, served Fridays only.

Direct Connect Dial-A-Ride reservations can be made by calling Calaveras Connect. Reservations must be made prior to 3:00 PM the day before a passenger wishes to travel and can be up to seven days in advance.

Calaveras Connect and Direct Connect Performance

As shown in Table 10, fixed-route ridership along Calaveras Connect has increased by 165 percent over the past three fiscal years. This increase is predominantly due to the reinstatement of fixed-route services during this time period. For context, prior to the pandemic five fixed routes were operated Monday through Friday in addition to the Saturday Hopper, but these services were halted during the pandemic and since, only the above three routes have been revised and reinstated. During this time, ridership on the DAR service (Direct Connect) increased by 2.6 percent as shown in Table 11.

Table 10: Calaveras Transit Agency Fixed Route Services Performance Measures				
Performance Measures	2020-21	2021-22	2022-23	2023-24
One-Way Passenger-Trips	8,532	14,776	22,614	31,231
<i>% Change from Previous Year</i>	--	73.2%	53.0%	38.1%
Vehicle Service Hours	5,993	8,147	10,114	11,299
<i>% Change from Previous Year</i>	--	35.9%	24.1%	11.7%
Vehicle Service Miles	108,361	239,072	323,277	344,334
<i>% Change from Previous Year</i>	--	120.6%	35.2%	6.5%
Note 1: Includes Red Line, Saturday Hopper, Columbia College Shuttle.				

Table 11: Calaveras Connect Demand Response Services Performance Measures

Performance Measures	2020-21	2021-22	2022-23
One-Way Passenger-Trips - Dial-A-Ride	5,113	5,343	5,248
<i>% Change from Previous Year</i>	--	4.5%	-1.8%
One-Way Passenger-Trips - Special Services	2,258	341	459
<i>% Change from Previous Year</i>	--	-84.9%	34.6%
Vehicle Service Hours	5,480	4,528	4,709
Farebox Recovery Ratio	0.00%	1.21%	2.39%
<i>% Change from Previous Year</i>	--	--	97.4%

Note 1: All performance measures are DAR and Special Services combined except for passenger trips.

Calaveras Connect and Direct Connect Fare System

As described in Table 12, the fare system for Calaveras Connect and Direct Connect varies based on type (Regular, Discounted, Students, Youth, and Children). Discounted fares include those over the age of 65 years old, persons with disabilities, and veterans.

Table 12: Summary of Calaveras Connect Fares

Fixed Route Fares (Service Monday - Friday)					
	Regular	Discounted ¹	Students	Youth (7-12 years)	Children (0-5 years) ²
1-Way Trip	\$1.50	\$1.00	-	\$0.50	Free
Ticket Book (15 Rides) ³	\$20.00	\$15.00	-	-	-
Monthly Pass ⁴	\$40.00	\$30.00	\$35.00	-	-
Direct Connect Dial-A-Ride (Service Monday - Friday)					
	Regular	Discounted	Students	Youth (7-12 years)	Children (0-5 years)
1-Way Trip	\$3.00	\$2.00	-	\$1.00	Free
Saturday Hopper (March - November on Saturdays Only)					
	Regular	Discounted	Students	Youth (7-12 years)	Children (0-5 years)
1-Way Trip	\$3.00	\$1.50	-	\$0.50	Free

Note 1: Discounted fares are included for seniors (65+ years), persons with disabilities, and military veterans. To qualify for this fare, the passenger must present proof of eligibility to bus driver when boarding the bus.

Note 2: Children (0-6 years) are free with fare paying adult.

Note 3: Each Monthly Pass is valid for unlimited trips on fixed routes within the area(s) indicated on the pass within a calendar month and expire at midnight on the last day of that month. Monthly Pass fares are not accepted on Direct-Connect services. Riders may purchase a Monthly Pass using the Token Transit app on their smartphone.

Note 4: Calaveras Connect offers Ticket Books. Each are valid for 30 minutes after the first use. Riders may purchase a Ticket Book using the Token Transit app on their smartphone.

Source: <https://calaverasconnect.org/2022-service-fares-changes/>

Other Regional Public Transportation

As a rural county, it is typical that people move within and beyond their resident county in need of various services. The following provides a brief description of other adjacent public transportation services. These services, as well as Calaveras Connect and Calaveras Direct Connect are summarized in Table 13.

Tuolumne County Transit



Tuolumne County Transit provides two fixed route services Monday through Friday between 6:25 AM and 7:26 PM. Dial-A-Ride services are available Monday through Saturday and requires reservations at least one day in advance. Those traveling between Calaveras County and Tuolumne County may use the Calaveras Connect Columbia College Shuttle and connect to Route 2 at Columbia College. Calaveras Direct Connect also provides dial-a-ride services between Angels Camp and Sonora on Fridays.

Amador County Transit

Amador County Transit provides six fixed route services Monday through Friday between 6:00 AM and 6:30 PM depending on the route. Those wishing to travel between Calaveras County and Amador County would need to use Calaveras Direct Connect between San Andreas and Sutter Creek (Monday through Friday) to transfer to Route 5 Sutter Creek-Jackson Shuttle A or B in Jackson. Dial-a-Ride services are also available Monday through Friday between 6:30 AM and 5:30 PM in Jackson, Sutter Creek, and Upcountry with services being provided between 9:00 AM and 2:00 PM in Plymouth and Lone. To reserve a ride, 24 hours' notice is required.



HUMAN SERVICE AND NONPROFIT PROVIDERS

Calaveras County is served by a variety of human service and non-profit transportation providers in varying capacities. While some agencies have historically provided funding for transportation services others facilitate the distribution of Calaveras Connect bus passes to their clients and consumers. A brief description of these services is provided below and summarized in Table 14.

Area 12 Agency on Aging was established in 1987 as a five-county Joint Powers agreement, the Area 12 Agency on Aging provides services to 52,000 senior adults annually. The organization provides funding for various community senior services including information assistance, in-home support, and funding to local transportation providers such as Common Ground's Silver Streak.



Other human service agencies such as ARC of Amador/Calaveras Counties, Calaveras County Health and Human Services, Mark Twain Health Center, and Valley Mountain Regional Center purchase Calaveras Connect passes and directly provide them to their clientele. ARC of Amador/Calaveras Counties and Valley Mountain Regional Center both serve Calaveras County residents living with disabilities. Calaveras County Health and Human Services will additionally try to coordinate transportation for their clients using their vehicles, but this is on a case-by-case basis. Mark Twain Health Center provides information and coordination in obtaining transportation to and from their location at 68 Mountain Ranch Rd, San Andreas.

Table 13: Calaveras County Transportation Provider Inventory - Public Transportation

Provider	Website	Phone Number	Service Description	Area(s) Served	Days and Hours of Service	Eligibility	Reservations	# of Annual Trips FY 2022-23
Calaveras Connect (Fixed Route)	https://calaverasconnect.org/routes/	209-754-4450	Fixed-route bus service with some deviations serving areas within Calaveras County. Services include: Red Line, Columbia College Shuttle, Saturday Hopper	Calaveras County	Mon. - Fri.: 6:10 AM- 6:35 PM Saturday Hopper -Saturdays Only: 9:45 AM - 6:45 PM	General Public	N/A	22,614
Calaveras Direct Connect	https://calaverasconnect.org/direct-connect-dial-a-ride/		Dial-A-Ride Services are provided to residents needing curb to curb transportation up to 3/4 mile from major routes.	Calaveras County	Monday - Friday between 8:00 AM - 5:00 PM	General Public	Reservations must be made prior to 3:00 PM the day before a passenger wishes to travel and can be up to seven days in advance.	5,248
Tuolumne Transit	https://www.tuolumnecountytransit.com/	209-532-0404	Provides both Fixed Route and Dial a Ride Services within Tuolumne County.	Tuolumne County	Mon. - Fri. between 6:25 AM and 7:26 PM	General Public	Reservations for Dial a Ride must be made in advance of trip.	72,666
Amador Transit	https://amadortransit.com/	209-267-9395	Fixed Route provides service within Amador County with one route going to Sacramento. ADA Paratransit "Dial-a-Ride" curb-to-curb service operates in the Jackson-Sutter Creek and now, Pine Grove area.	Amador County	Fixed Route: Mon. - Fri. between 6:00 AM and 6:30 PM Dial a Ride: Mon. - Fri. between 6:30 AM and 5:30 PM in Jackson, Sutter Creek, and Upcountry. Plymouth and Ione services provided between 9:00 AM and 2:00 PM	General Public	Reservations for Dial a Ride must be made 24 hours in advance of trip.	30,800

Table 14: Calaveras County Transportation Provider Inventory - Human Services and Non-Profit Transportation

Provider	Website	Phone Number	Service Description	Area(s) Served	Days and Hours of Service	Eligibility
Arc of Amador/Calaveras Counties	https://arcofamador.org/	209-754-4001	Provides Calaveras Connect bus passes and on-demand transportation to adults living with disabilities.	Calaveras and Amador Counties	7 days a week, 8:00 AM to 10:00 PM	Must be a participant in the Valley Regional Medical Center to be eligible for the program.
Calaveras County Health and Human Services Agency	https://hhsa.calaverasgov.us/	800-464-4079	Provides Calaveras Connect bus passes for clients and program participants.	Calaveras County	Monday - Friday 8:00 AM to 5:00 PM	Must be a client of a Health and Human Services Case Manager.
Mark Twain Medical Center	https://www.dignityhealth.org/central-california/locations/marktwainmedical	888-387-5572	Provide information to patients on how to utilize local transit services.	N/A	Monday - Friday 8:00 AM to 5:00 PM	Must be receiving medical services from Mark Twain Medical Center.
Valley Mountain Regional Center	https://www.vmmc.net/	209-754-1871	Provides support and services to children and adults with developmental disabilities in San Joaquin, Stanislaus, Amador, Calaveras and Tuolumne counties. Provides rides to clients using Blue Mountain Transportation.	San Joaquin, Stanislaus, Amador, Calaveras and Tuolumne counties.	Monday - Friday 8:00 AM to 5:00 PM	Must be a client of Valley Mountain Regional Center.

Common Ground's Silver Streak has historically provided weekday transportation between 8:00 AM and 5:00 PM to senior adults, persons living with disabilities, veterans, and MediCal recipients approved for non-emergency medical transportation services. However, as of July 2024, they ceased operating services and will therefore not be included under Table 14.

PRIVATE PROVIDERS

Private transportation providers are necessary in diversifying access and availability of transit services within a region. Both **Blue Mountain Transportation** and **Murphys Taxi** offer shuttle and taxi services 7 days a week with reservations (contact information shown in Table 15). **Modivcare**, formerly LogistiCare, provides non-emergency medical transportation for those with eligible insurance coverage. Lastly, while Calaveras Connect does not provide connections to Greyhound, **Greyhound** does provide transportation to and from south Tuolumne County, providing interregional connections to Lodi, Stockton, Modesto, and beyond.

Table 15: Calaveras County Transportation Provider Inventory - Private Providers

Provider	Website	Phone Number	Service Description	Area(s) Served	Days and Hours of Service	Fare	Eligibility
Blue Mountain Transit	https://bluemountaintransit.com/	209-223-5300	Private taxi services within and outside of Calaveras County.	Amador County, Calaveras County, and Tuolumne County	Private service for hire.	\$100/hr	No requirements.
Modivcare (Formerly LogistiCare)	https://www.modivcare.com/	Not Available.	Nonemergency medical transportation to MediCal-enrolled consumers of Anthem Blue Cross, CalOptima, United Health Care, Humana National Medicare, and more.	Calaveras County	Weekdays On Demand	N/A	Those covered by an approved Medical Insurer receiving NEMT services.
Murphys Taxi Service	https://www.murphytaxi.com/	209-795-7777	Private taxi services within and outside of Calaveras County.	Calaveras County, Lodi, Stockton, Sacramento, San Francisco.	Sunday: 9:00 AM - 6:00 PM Monday - Thursday: 8:00 AM - 6:00 PM Friday & Saturday: 8:00 AM - 10:00 PM	Between \$10 to \$330 per trip depending on length of travel.	No requirements.
Greyhound	https://www.greyhound.com/bus	Not Available.	Greyhound intercity bus service stops daily in Lodi, Stockton and Modesto with multiple arrival and departure times in each city for northbound, southbound and westbound buses.				No requirements.

Chapter 4

2020 COORDINATED PLAN OVERVIEW

INTRODUCTION

This chapter briefly reviews the findings and recommendations of the 2020 Calaveras Coordinated Plan (2020 Coordinated Plan).

FINDINGS

Transportation Gaps and Needs

Through an extensive public and stakeholder outreach process, the 2020 Coordinated Plan identified the following eleven themes that arose during online surveys and stakeholder interviews:

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 a distinct need for transportation, but it cannot be effectively met by fixed-route public transit.
3. Student trip needs and enhanced coordination with the Calaveras Unified School District and Columbia College point to potential, additional riders.
4. Calaveras County has limited mobility alternatives to public transportation: what exists is operating at current capacity, is limited to particular client groups or trip types and private-sector alternatives are expensive.
5. Out-of-county destinations to which target groups need to travel are numerous. While available specialized transportation services can meet some needs, potential riders are not always clear on how to connect with these, and service gaps exist.
6. Stakeholders suggested potential strategies to address mobility needs in low-demand areas and during low-demand periods.
7. Calaveras Connect's communication and technology tools are greatly improved but their continued introduction to potential riders and human services personnel is necessary.
8. Sustaining existing services to ensure continued mobility of Calaveras County transit-dependent populations, requires adequate capital and operating funding.
9. The transportation network of public and human service programs plays an important support role in emergency planning and evacuation.
10. Non-motorized transportation of walking and biking is often not safe and requires continuing attention.
11. Public transportation and human services transportation is not well-coordinated and limits opportunities to maximize resources.

While the system has implemented many changes since the 2020 Coordinated Plan, this plan will identify which of these gaps have been improved by additional services and which new needs may have arisen in more recent years of transportation service providers.

REVIEW OF STRATEGIES

Status of Previous Goals and Strategies

Table 16 outlines the 2020 Coordinated Plan goals and their supportive strategies. As shown, Goal 0: COVID-19 Public Transportation Response: Develop reopening and stabilizing of Calaveras Connect services in structured phases consistent with State and County guidance, is no longer relevant given that the pandemic has ended. It is recommended that partially completed strategies under this goal be reorganized under another goal moving forward. Goals 1 through 6 will continue to be considered in the 2024 Coordinated Plan with subtle changes to the language. Through additional stakeholder interviews and consultation with CCOG, these goals will also be prioritized from high to low priority.

Table 16a: 2020 Calaveras Coordinated Plan Goals and Strategies	
Goal/Strategy	Implementation Status/Notes
Goal 0: COVID-19 Public Transportation Response: Develop reopening and stabilizing of Calaveras Connect services in structured phases consistent with State and County guidance.	Goal is currently irrelevant. Incompleted strategies could be categorized under other goals for 2024 Coordinated Plan.
<i>Strategy 0.1 – Reintroduce Calaveras Connect services</i>	Completed
<i>Strategy 0.2 – Implement Piloted Lifeline Services, including in West Point and Copperopolis, to test new strategies in low-density areas of the County.</i>	Completed - Direct Connect currently serving these regions.
<i>Strategy 0.3 – Actively communicate Calaveras Connect service changes, including through “boots on the ground” gatekeepers who can promote transportation options and embrace a transportation liaison role</i>	Partially implemented / Ongoing
Goal 1: Robust, Sustainable Public Transit System: Continue building a robust, sustainable public transportation system for travelers in and through Calaveras County.	Recommend keeping this goal in 2024 plan.
<i>Strategy 1.1 — Increase frequencies on selected Calaveras Connect routes, as resources allow.</i>	Partially implemented / Ongoing
<i>Strategy 1.2 — Extend evening schedules on selected routes, including coordination with Calaveras Unified School District, as resources allow.</i>	Partially implemented / Ongoing
<i>Strategy 1.3 — Improve schedule coordination with routes in adjoining counties.</i>	Completed.
<i>Strategy 1.4. — Expand Calaveras Connect Saturday service, as resources allow.</i>	Not implemented.
Goal 2: Sustainable Responses for Isolated Communities and Out-of-County Trips Strengthen pilot, lifeline services toward establishing effective, sustainable programs that meet mobility needs of residents living in isolated communities and/or traveling out-of-county.	Recommend keeping this goal in 2024 plan.
<i>Strategy 2.1 — Pilot a mileage reimbursement program, potentially coordinated with Tuolumne County’s TRIP program, to subsidize cost-effective lifeline transport including non-emergency medical transport provided by volunteer drivers that are located by the persons needing the trips.</i>	Not implemented.
<i>Strategy 2.2 — Seek traditional and nontraditional funding sources to sustain pilots and nonemergency medical services, including FTA Section 5310 for capital and operations funding and other discretionary grant fund sources.</i>	Ongoing
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 service transportation options.	Recommend keeping this goal in 2024 plan.
<i>Strategy 3.1 — Actively promote connections to Calaveras Connect and to human service transportation providers via contracted boots-on the ground transportation liaison persons associated with community organizations.</i>	Ongoing
<i>Strategy 3.2 — Ensure information tools exist for public transit and key human service transportation programs that clearly and specifically define services available, service areas, trips allowed, fares and how to access.</i>	Ongoing
<i>Strategy 3.3 — Establish and participate in coordination meetings among Calaveras, Amador and Tuolumne County transit agencies, with respective SSTACs and key transportation providers, to jointly promote transit and undertake activities of mutual interest, including around new grant funding opportunities.</i>	Partially implemented / Ongoing

Table 16b: 2020 Calaveras Coordinated Plan Goals and Strategies

Goal/Strategy	Implementation Status/Notes
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.	Recommend keeping this goal in 2024 plan.
<i>Strategy 4.1 — Encourage County and City policy that recognizes access as an important dimension of affordable housing in this low-density, rural county, seeking to locate housing facilities near existing transit routes to the greatest extent possible.</i>	Ongoing
<i>Strategy 4.2 — Ensure transit input to housing summits and housing development initiatives during the coming years, to promote understanding of Calaveras Connect transit corridors and recognition of transit access concerns as the County seeks to promote affordable housing development.</i>	Ongoing
Goal 5: Emergency Services Coordination Collaborate around local emergency transportation initiatives to support Coordinated Plan target group members during times of emergency.	Recommend keeping this goal in 2024 plan.
<i>Strategy 5.1 — Identify the human service programs and transportation providers that could be resources and develop strategies for response, particularly in evacuation of vulnerable populations.</i>	Ongoing
<i>Strategy 5.2 — Expand and ensure participation of key human service stakeholders and human service transportation providers in tabletop exercises and other regional emergency planning activities to strengthen coordination.</i>	Ongoing
Goal 6: Addressing of Infrastructure Needs Promote infrastructure and capital improvements that support mobility, including public transit use and active transportation use by pedestrians and bicyclists.	Recommend keeping this goal in 2024 plan.
<i>Strategy 6.1 — Promote and seek funding for Complete Street-type initiatives that support safe bicycle and pedestrian trips, as first-mile/last-mile strategies for travel on Calaveras Connect.</i>	Ongoing
<i>Strategy 6.2 — Continue integrating bicycle and pedestrian information into transit information.</i>	Ongoing
<i>Strategy 6.3 — Ensure that highway corridor planning will address pedestrians', bicyclists' and transit riders' needs.</i>	Ongoing

PUBLIC AND STAKEHOLDER OUTREACH

INTRODUCTION

Public and stakeholder outreach is essential in understanding the current transit and transportation challenges within a region. This chapter provides an overview of the public and stakeholder outreach conducted and the input that has been received to date.

ONLINE COMMUNITY SURVEY

The online community survey conducted for the 2024 Calaveras Coordinated plan was conducted in July 2024 and was available for three weeks. The survey instrument was a 17-question survey made available online in both Spanish and English formats. To inform the public of the survey effort, regional stakeholders were asked to pass along information to their clientele and post fliers with QR codes and links to the survey. The survey was also posted on Nextdoor, an online forum that allows users to engage with their neighbors. The survey was targeted at all residents of Calaveras County, including those who do not use public transit on a regular basis. The survey received a total of 137 responses.

A complete and detailed summary of responses is included in Appendix B. A brief overview of these responses is presented below:

- Most responses came from older age groups: 32 participants (23 percent of responses) were aged 46 to 60, 73 participants (53 percent of responses) were aged 61 to 75, and 16 participants (13 percent of responses) were 76 years or older.
- Only 4 participants (3 percent of responses) reported no household access to vehicles.
- Participants were asked if they use public transit or specialized transportation services, such as paratransit, to meet some or all of their travel needs. Only 25 participants (18 percent of responses) reported using these services for some or all of their travel needs, while the remaining 112 participants (82 percent of responses) indicated that they did not use these services.
- Among those who responded, 44 participants (34 percent of responses) reported using Calaveras Connect, 22 participants (17 percent of responses) used Calaveras Direct Connect, 11 participants (8 percent of responses) used Tuolumne County Transit, and 6 participants (5 percent of responses) used Amador County Transit.
- When asked which days of the week people need to go places transportation needs gradually increased throughout the week, with Mondays garnering 37 participants (16 percent of responses) and Friday being the peak day, with 43 participants (18 percent of responses) needing transportation.
- The top three barriers to travel were difficulty finding service information, the distance to pick-up locations being too far, and the service schedule or frequency not meeting their needs.
- When given the chance to provide an open comment, specific needs mentioned include improved service to medical centers such as the new French Camp VA, additional stops, and better infrastructure, such as covered bus stops, particularly at locations like Copper Cove in Copperopolis.

STAKEHOLDER INTERVIEWS

Stakeholder interviews were conducted with several local social service and transit services including The Arc of Amador and Calaveras Counties, Area 12 Agency on Aging, the Disability Resources Agency for Independent Living (DRAIL), Calaveras County Health and Human Services, Tuolumne County Transit, and Amador Transit. Detailed notes from these interviews are included under Appendix C. The following provides some key takeaways from these conversations.

- The need for more out-of-county transit options for medical services was the most frequently expressed request amongst stakeholders, followed by the need for door-to-door services.
- The rural nature of the region, especially for those living along dirt roads, makes it difficult for individuals to receive transportation services due to a lack of vehicles able to make trips down narrow, uneven roads.
- Most agencies or providers admitted that while their resources are low, they do their best to notify their clients/program recipients of changes occurring with Calaveras Connect and Direct Connect service.
- It was mentioned several times that the ceasing of Common Grounds/Silver Streak has impacted people's abilities to move around the county more easily.

COMMUNITY WORKSHOP

A community workshop was held on October 9th from 4:30 PM to 6:00 PM at the Town Hall in San Andreas. A brief presentation of the plan findings (demographics, gaps and needs, and potential strategies) was discussed followed by various engagement activities for the public and stakeholders to participate in. The following is a summary of these findings.

- There was agreement from attendees that more transit and transportation options are needed for those making trips outside of the county to adjacent counties (Tuolumne and Amador) and beyond to Stockton and Sacramento.
- There is an expressed need for earlier and later trip times from Angels Camp to and from Valley Springs and Rail Road Flat in particular.
- Attendees liked the idea of a volunteer reimbursement program similar to Tuolumne's TRIP program.
- One member of the public expressed concerns about the bag maximum policy being prohibitive of her going grocery shopping, doing laundry, and running other errands.
- Another citizen shared an interest in coordinating a volunteer driving program where a van or vehicle can be rented to aid in out-of-county trips. They would like to help in building up a volunteer resource list.

TRANSPORTATION NEEDS, GAPS, AND DUPLICATIVE SERVICES

INTRODUCTION

The ultimate goal of the Coordinated Plan is to improve the quality and quantity of transportation services available to senior adults, people with disabilities, and low-income persons in Calaveras County by reviewing duplicative services for cost efficiency and recommending coordination strategies to address gaps and unmet transportation needs. The first step is to identify transportation needs for the focus population in Calaveras County.

This chapter first summarizes transportation needs initially identified by stakeholders and community members throughout the planning process. Then, demographic data is used to quantify the relative need for transportation services based on community characteristics. Gaps in service are then identified based on community input and the various demographic analyses conducted during this Coordinated Plan.

TRANSPORTATION NEEDS AND DEMANDS

To learn more about regional transportation needs, transportation service agencies were surveyed during the Spring of 2024. The major transportation needs identified during this survey are listed below.

- Later evening and weekend transportation.
- Increased service to and from Columbia College to encourage more transfers to and from Tuolumne County Transit.
- Increase connections to Amador and Tuolumne Counties.

Additional bus stop infrastructure in areas near activity/employment centers.

- Lack of Non-Emergency Medical Transportation (NEMT) services after Common Grounds ceased operations of Silver Streak services.

In earlier chapters, demographic data from the 2022 American Community Survey (ACS) 5-Year Estimates and the 2020 Decennial Census was analyzed to assess transportation needs in Calaveras County by community. This demographic review included a Transit Need Index (TNI) analysis. The TNI determined relative transit need by place based on how many transit-dependent persons (seniors, youth, disabled, low-income, and people living in zero-vehicle households) live in each community. Four communities (listed in Table 7) had TNI scores of 11 or greater out of 25, indicating a greater relative need for transit compared to other communities in Calaveras County. With this in mind, the following communities stand to benefit the most from an increase in transportation services:

- Census Tract 5.05: Avery, Lakemont Pines, Lilac Park, Grizzly Ridge, Arnold, Blue Lake Junction, Meadowmont, Ebbetts Pass Highlands (TNI Score 22)
- Census Tract 1.23: Copper Cove Subdivision (TNI Score 21)
- Census Tract 2.21: Valley Springs, South Camanche Shore (TNI Score 11)

While the TNI summarizes overall transit dependency within the county, Table 5 gives us a more detailed understanding of dependency by community. With this data in mind, the neighborhoods with the most zero-vehicle households are the communities of Murphys, Vallecito, Douglas Flat, Altaville, and Angels Camp (161 zero vehicle households total). The communities of Rail Road Flat, West Point, and Wilseyville also had a high number of zero-vehicle households (60 zero-vehicle households). Strategies that aid the movement of those living in these communities should be prioritized in the future.

DUPLICATIVE SERVICES

A reoccurring theme throughout the public outreach and stakeholder interviewing process was the overall lack of services within the region. As there are very few, if any, transportation services in each category (public, non-profit, and private) there were no duplicative services observed during this planning process.

GAPS IN SERVICE

The biggest gap in service with respect to transportation for seniors, disabled and low income is services which were recently provided by Common Ground Silver Streak. Discontinued in June 2024, the Silver Streak provided weekday transportation between 8:00 AM and 5:00 PM to senior adults, persons living with disabilities, veterans, and MediCal recipients approved for non-emergency medical transportation services. With the exception of providing regional connections to Amador Transit and Tuolumne County Transit, Calaveras Connect does not provide transportation to medical appointments outside of Calaveras County. In rural counties, there is a growing need for transportation to medical appointments such as dialysis or chemotherapy which are unavailable within Calaveras County. MediCal recipients are eligible for subsidized transportation to non-emergency medical appointments; however, seniors or disabled residents, not eligible for MediCal do not have this option. Many of these residents are unable to drive and must completely rely on friends and family to travel to out-of-county medical appointments.

To further describe the gap between Calaveras County residents and adjacent counties, current connections between Calaveras Connect, Tuolumne County Transit, and Amador Transit are as follows:

- **Calaveras Connect Columbia College Shuttle** arrives at Columbia College at 8:47 AM, 9:52 AM, 10:57 AM, 3:42 PM, and 6:02 PM Mondays through Fridays. Therefore, direct connections to Columbia College are provided five times a day.
- **Tuolumne County Transit** serves Columbia College via Route 2 (Sierra Village-Sonora-Columbia) at 11:55 AM, 3:02 PM, and 6:23 PM. As described above, these service times do not align with the Columbia College Shuttle, however, Tuolumne County Transit offers a general public DAR within the Columbia/Sonora area Monday through Friday (advance reservations are preferred). On Fridays Calaveras Direct Connect extends demand response service to Sonora.
- **Amador Transit** serves the major commercial areas of Jackson via Routes 5 and 6 throughout the day between 7:00 AM and 4:00 PM. Calaveras Direct Connect serves this area Monday through Friday between 8:00 AM and 5:00 PM making for several opportunities to visit Amador County for appointments or shopping. A Direct Connect ride could be scheduled in advance to connect with other Amador Transit Routes which access areas outside of the Calaveras Direct Connect service area.

- **Trips to/from Sacramento:** Connections to/from Sacramento are made via Amador Transit’s Route 1 which leaves Sutter Transit Center at 6:00 AM and 3:30 PM with return services from Sacramento leaving at 7:34 AM and 5:12 PM. Residents of Calaveras County are only able to connect to the afternoon departure to Sacramento as Direct Connect does not begin service until 8:00 AM, which would then require them to stay overnight before returning to Amador County the following morning.

In summary, there are multiple options for Calaveras County residents to travel to Tuolumne County. However, the connections between the Colombia College Shuttle and Tuolumne County Transit could be improved.

School transportation is another gap in service which has been increasing. With the Calaveras Unified school district reducing “yellow bus” service to some areas such as Valley Springs, many K-12 students have been left looking for alternative school transportation. Calaveras Connect currently coordinates with the school district but there are times and schools which are not directly served by Calaveras Connect. In addition to lacking capacity to fully serve local public schools, Calaveras Connect has rules that forbid the provision of service to children ages 12 and under without their being accompanied by an adult.

COORDINATION CHALLENGES

Stakeholders and transportation providers within Calaveras County expressed interest in improving coordination and increasing services, however, some potential coordination strategies, such as sharing vehicles between agencies, are logistically difficult to implement. The following challenges were identified by stakeholders as limiting coordination between transportation providers:

- **Regulatory constraints** – Most transportation providers in Calaveras County receive some level of grant funding. Grants typically have strict requirements about who can use the funds and how funds may be used, limiting how organizations can share resources.
- **Limited organizational capacity** – Most transportation service organizations operate with limited staff and funding. In many cases, there is not even a full-time staff member dedicated to operating the transportation program nor are there enough drivers to implement services. These challenges make it difficult to potentially take on additional commitments related to improving regional coordination.
- **Different organizational focuses** – Transportation providers in Calaveras County have different missions and clients they’re serving; also, transportation is not the primary focus for most of the organizations identified. The ability to coordinate between organizations is minimized if programs serve different groups or purposes. The capacity to coordinate transportation services is also minimized if organizations have other programs requiring time and resources.

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RECOMMENDED GOALS AND STRATEGIES

INTRODUCTION

This chapter identifies mobility goals and evaluation criteria for coordination strategies within Calaveras County. These goals and strategies have been created to ensure potential strategies provide transit services that meet the transportation needs of senior adults, people living under the poverty level, and people with a disability. Through discussion with CCOG staff, the SSTAC, community stakeholders, and the general public, six major goals were identified to prioritize the implementation of recommended coordination strategies. These major goals are described in this chapter, followed by general examples of strategies and/or proposals that would support each of these goals.

COORDINATION GOALS FOR CALAVERAS COUNTY

The following regional coordination goals are presented in order of priority based on community needs, as determined through discussion with CCOG staff, the SSTAC, and existing transportation providers. More specific recommendations for proposals to advance the six coordination goals are included in the following chapter.

- Goal 1: Provide a Sustainable Public Transit System
- Goal 2: Sustainable Responses for Isolated Communities and Out of-County Trips
- Goal 3: Integrated Transportation Information Network
- 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 active transportation use by pedestrians and bicyclists.

The following section details each Goal and its supporting strategies, discusses the rationale and the activity that undergirds each. Table 17, at this section's end, summarizes the six goals and 15 strategies that comprise this 2024 Calaveras County Coordinated Public Transit-Human Services Transportation Plan.

Goal 1: Provide a Sustainable Public Transit System

A common theme throughout the public and stakeholder process was an expressed need and support to continue the existing level of transit services available for seniors, disabled and low-income individuals offered through Calaveras Connect. Calaveras Connect is the only public transit operator in the county and as such, has the most resources available in terms of vehicles and staff. Calaveras Connect is heavily relied upon and its continued provision of service is a high priority goal for the region. This goal

underscores the need to continue a robust and sustainable public transportation system for travelers throughout Calaveras County through recurring and competitive grant funding.

Strategy 1.1 — Continue to increase efficiencies on Calaveras Connect routes: Currently the Calaveras Connect Red Line operates on hourly headways. Although increasing frequency of public transit services continues to be a long-term goal, without additional financial resources, this is not financially feasible. Increasing frequency on fixed route services may also not be justified as combined fixed route services carry 2.7 passenger-trips per vehicle hour. In recent years, public transit operators have seen operating costs increase significantly (wage, insurance, and fuel costs) while revenues stemming from sales tax and fuel taxes have not kept pace. Therefore, frequency improvements to service will need to be balanced by finding efficiencies elsewhere in the system. In order to better meet the needs of the senior, disabled and low-income population, Calaveras Connect should seek improvements to service through efficiencies such as increasing service during times of the greatest need and decreasing service on low performing runs.

Strategy 1.2 — Continue coordinating Calaveras Connect services with community stakeholders and services providers: In recent years, Continued funding cuts for the local Unified School District has negatively impacted specific communities of Calaveras County leaving many students without reliable transportation to and from school. In response, Calaveras Connect has worked to adapt existing fixed routes services to better meet the needs of students. As the public transit operator, Calaveras Connect will continue to work with local groups such as the school district, emergency services, and senior services to ensure transportation where financially and operationally feasible.

Strategy 1.3 — Improve schedule coordination with routes in Amador and Tuolumne counties: Throughout the public and stakeholder outreach it was indicated that there is a continued need to improve and expand connections to the neighboring counties of Amador and Tuolumne, primarily for medical appointments. Calaveras Direct Connect provides direct access to destinations in Amador County (within $\frac{3}{4}$ of a mile of major roadways) on weekdays. Columbia College students living in Calaveras County can use the Columbia College Shuttle. For Calaveras County residents wishing to travel to destinations in Sonora Monday through Thursday (Direct Connect is offered on Fridays), they would need to reserve a Tuolumne County Transit DAR trip from Columbia College

Strategies 1.1-1.3 Implementation Activities:

The following is a list of activities to implement moving forward:

- **Strategy 1.1 Actions:** To continue to run a successful transit service, an agency must continue to look for opportunities to maintain efficiency under a constrained budget. Calaveras Connect should continue to look into how existing services are running (i.e., passengers per hour, popular stops, etc.) and make adjustments accordingly. Pursuit of additional funding sources to aid in operational costs should also be explored (Chapter 8).
- **Strategy 1.2 Actions:** Calaveras Connect, CCOG, and the Calaveras Unified School District will continue to coordinate services to best serve students and their families. This strategy encourages the frequent participation of the Unified School District in the SSTAC.

- **Strategy 1.3 Actions:** While Calaveras Connect has made a consistent effort to provide services to Columbia College and Sonora in Tuolumne County and to Jackson and Sutter Creek in Amador County, it is recommended that representatives from both Amador Transit and Tuolumne County Transit become more involved in attending Calaveras SSTAC meetings. Calaveras Connect should also maintain an active role in changes to Tuolumne and Amador Counties' services as well by sending a representative to their SSTAC meetings. All three counties should continue to coordinate their service times to align with one another as it relates to their fixed route services specifically.
- Two service implementation strategies could improve regional connections to Tuolumne County if funding becomes available:
 - Coordinate Columbia College Shuttle schedule with Tuolumne County Transit Route 2 to provide timed transfers, as long as the service still meets the needs of the students.
 - Increase service on Direct Connect to Sonora to more than one day a week.

Goal 2: Lifeline Transportation Services for Isolated Communities and Out-of-County Trips

It is financially and operationally challenging for a rural public transit operator to serve remote communities and out-of-county destinations; however, these areas represent a mobility need for residents, particularly, the elderly and disabled. This goal aims to strengthen lifeline services toward establishing effective, sustainable programs that meet the mobility needs of residents living in isolated communities and/or traveling out-of-county.

Strategy 2.1 — Pilot a mileage reimbursement program, similar to Tuolumne County's TRIP program, to subsidize cost-effective lifeline transport.

Many of the gaps and needs identified in the previous plan were confirmed during this Coordinated Plan update. The community survey and stakeholder interviews revealed that many Calaveras residents still need services that cannot be provided by Calaveras Connect either due to operational/budget restraints or actual physical location (as is the challenge of some residents living on small dirt roads that are not accessible by the current vehicle fleet).

Strategy 2.2 — Implement a non-emergency medical transportation (NEMT) pilot program, to help meet out-of-county medical transportation needs using FTA Section 5310 funds for capital and operations expenses along with other discretionary grant fund sources.

The largest gap in service for elderly and disabled Calaveras County residents is transportation to medical appointments, particularly appointments located in larger urbanized areas with more services. Although this has always been a need, the loss of transportation services provided by the former non-profit Common Grounds leaves fewer options for Calaveras County residents.

Strategies 2.1-2.2 Implementation Activities:

- **Strategy 2.1 Actions:** Calaveras Connect and CCOG should implement a mileage reimbursement program similar to that established in Tuolumne County. The general guidelines of the program could be as follows:
 - The person needing the trip locates his or her own driver;
 - The driver is then reimbursed for mileage at the IRS mileage reimbursement rate, up to a certain mileage cap, which is paid to the rider, who in turn pays the volunteer.
- There are eligibility requirements regarding who may receive these reimbursements. Calaveras Connect or CCOG would administer the program; however, there would be no liability as the rider is providing their own volunteer driver. Geographic parameters and/or trip purposes should be established. This program could be funded with a small amount of LTF funds, beginning on the order of \$5 – 10,000 annually. The Mobility Manager referenced in Strategy 2.2 could administer the program.
- Calaveras Connect/CCOG should pursue FTA 5310 funding for both the purchase of vehicles and operations funding to provide NEMT services for Calaveras County residents with an emphasis on elderly, disabled, and low-income residents. The new service would fill the gap left by the previously operated Silver Streak service.
- Additionally, Calaveras Connect should seek funding to hire a Mobility Manager. Duties for this staff person could include:
 - Implement and manage the NEMT pilot program.
 - Implement and administer the mileage reimbursement program.

Assist Calaveras Connect dispatchers with rider questions and trip planning, particularly for elderly and disabled resident groups.

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 service transportation options.

Strategy 3.1 — Actively promote connections to Calaveras Connect and to human service transportation providers via contracted boots-on the ground transportation liaison persons associated with community organizations:

The CCOG should continue to promote coordination between Calaveras Connect and the regional social service providers, educational institutions, and other community organizations. Representatives from local organizations such as ARC of Amador and Calaveras Counties, Area 12 Agency on Aging, and Columbia College should continuously be engaged in changes to both Calaveras services as well as connecting regional services like Amador Transit and Tuolumne County Transit.

Strategy 3.2 — Continue to ensure information tools exist for public transit and key human service transportation programs that clearly and specifically define services available, service areas, trips allowed, fares and how to access.

Calaveras Connect recently completed a website redesign featuring an interactive map feature. This map is unique in showing each Calaveras Connect service area and how it overlaps the various Calaveras Direct Connect services within the county. While it has improved online information of public transit services within the county, it can be challenging for residents to see how these services connect with adjacent county services of Amador Transit and Tuolumne County Transit. While the website also includes “Other Transportation”, this page should be continuously updated to reflect current services (public and private).

Strategy 3.3 — Establish and participate in coordination meetings among Calaveras, Amador, and Tuolumne County transit agencies, with respective SSTACs and key transportation and social service providers, to jointly promote transit and undertake activities of mutual interest, including new grant funding opportunities.

Evidenced by the previous 2020 Coordinated Plan being a tri-county coordinated planning effort, the counties of Tuolumne, Amador, and Calaveras have a lot of overlap in travel origins and destinations. Whether it be the commercial shopping available in Jackson and Sonora, the medical services being provided in Sonora, the public transit connections to Sacramento via Sutter Creek Transit Center, or the social and recreational events occurring in Murphys, it is clear that the region benefits from working together in getting their residents around. There is the potential for all three transit agencies to improve mobility for elderly, disabled and low-income residents through joint efforts such as funding opportunities, a regional mobility manager, joint marketing, and other shared resources that would help better connect the three regions.

Strategies 3.1-3.3 Implementation Activities:

- **Strategy 3.1 Actions:** CCOG should maintain a database of contact email addresses and phone numbers to distribute information to when services change.
- **Strategy 3.2 Actions:** Calaveras Connect and CCOG should continue to maintain various forms of outreach through online marketing and website maintenance, printed informational tools (such as schedules brochures, posters, news articles), and social media outlets such as Facebook. Marketing materials should be distributed both within the county and to nearby counties.
- **Strategy 3.3 Actions:** Establish regular, quarterly meetings to be held among the region’s transportation providers, including Tuolumne County Transit, Amador County Transit, ARC, ModivCare, and the Area Agency on Aging, among others. Participants should include community transit liaison persons, mobility managers and staff serving in that function. Meetings can address areas of shared interest, including:
 - Sharing of information about services and service changes;
 - Maintenance of inter-system transit connections;
 - Connection of human services transportation to the fixed-route network, as appropriate;
 - Regional distribution of transportation passenger information; and
 - Facilitation of regional transit marketing initiatives.

- **Other Supportive Actions:** An annual, expanded coordination effort to involve broader audiences of social service providers is recommended, specifically an annual three-county transportation forum that could include the SSTAC members from each of the three counties as well as other human service and health agencies that work with the target populations. The purpose of the summit would be to:
 - Educate participants about all the transportation options available to their constituents.
 - Highlight planned changes to the transportation network.
 - Encourage all participants to take an active role in promoting available transportation options, by providing them with information and tools.
 - Provide a forum for participants to provide feedback on the transportation network and voice the needs of their constituents.
 - Discuss grants cycles and opportunities, including forthcoming requests for letters-of-support.

Goal 4: Housing and Transportation Coordination

CCOG and Calaveras Connect shall continue to consider future planned development in the region. Further, they should advocate to maintain an integral interest in planning efforts at the County and City level to ensure that new affordable and/or senior housing developments have good transit access to improve the quality of life for low-income and senior residents by maintaining their access to medical services, education opportunities, and employment.

Strategy 4.1 — Encourage County and City policy that recognizes transit access as an important dimension of affordable housing in this low-density, rural county. The region should locate new housing facilities near existing transit routes to the greatest extent possible.

As discussed in Chapters 2 and 6, there are a relatively high number of low-income, disabled, and/or senior members of the Calaveras County population to consider in the future of affordable and accessible housing. There is currently one affordable residential development being planned in Calaveras County – Eureka Oaks on Hwy 49 and Copello Drive. This development is currently being served by Calaveras Connect’s Red Line, however, the County should remain communicative with CCOG as new developments arise in the future.

Strategy 4.2 — Ensure that the transit operator has input to housing and development initiatives during the coming years. Continue to educate policymakers and planners on the Calaveras Connect transit corridor and Direct Connect service areas, so that new development has good transit access.

Calaveras County’s continuing dialogue about housing strategy, in relation to its Housing Element of the Calaveras County Master Plan Update (September 2019), provides an opportunity to promote the concept of transit-oriented development to broader audiences, including public and private-sector stakeholders.

Strategies 4.1-4.2 Implementation Activities:

- **Strategy 4.1 Actions:** Continue to maintain contact with Calaveras County planning staff to ensure that affordable housing is located near more concentrated core areas of the county, primarily along existing transit routes.
- **Strategy 4.2 Actions:** CCOG and the County should develop maps and posters that display the relationship between any proposed affordable housing locations and existing Calaveras Connect routes, to educate policymakers and managers on the specifics of Calaveras County's transit corridors. Such maps should include the ¼-mile buffer around each map within which Calaveras Connect buses can deviate to pick up passengers with disabilities.
- **Other Strategies:** CCOG should regularly participate in affordable housing planning as the opportunity arises. CCOG should encourage the articulation and adoption of a policy or a guideline for affordable housing and for private-sector housing developers — to be developed within existing corridors served by transit. Through CCOG's SSTAC, with Calaveras Connect and area human service agencies, should review housing topics to identify areas of mutual agreement and where mutual support may be needed.

Goal 5: Emergency Services Coordination

Wildfires and other types of natural disasters occur frequently in California. As such, many rural counties in wildfire or flood-prone regions have begun to further enhance their existing emergency preparedness activities. Calaveras Connect has established procedures and protocols to use the public transit fleet and drivers to assist in evacuations of the vulnerable population. The intention of this goal is to further support existing emergency evacuation protocols within the county through coordinated transportation resources.

Strategy 5.1 — Identify the human service programs and transportation providers that could be resources and develop strategies for response, particularly in the evacuation of vulnerable populations.

Calaveras Connect, as identified in the County Emergency Operations Plan, with OES should continue to coordinate and participate in planning and participation events. Recipients of FTA 5310 funding are required to list their vehicles in the OES inventory and to cooperate and assist as requested, during emergencies.

Strategy 5.2 — Expand and ensure the participation of key human service stakeholders and human service transportation providers in tabletop exercises and other regional emergency planning activities to strengthen coordination.

The Calaveras County OES sponsors periodic tabletop exercises to practice roles and responsibilities, in the event of an actual emergency. To the extent that human service agency representatives participate, this coordination should continue. Tabletop exercises and information should be a standing Agenda item for SSTAC discussion.

Strategies 5.1-5.2 Implementation Activities:

- **Strategy 5.1 and 5.2 Actions:** Determine whether there are other human service agency transportation vehicles that could be resources during emergency evacuations, through the SSTAC and via this Coordinated Plan’s inventory.
 - Determine new partners that can be included in this dialogue, through SSTAC discussions, for example, the Unified School District(s), the Community College administrators and County Public Health and Behavioral Health program managers, among others; this includes establishing responsibility for connecting with such potential new partners.
 - Develop an approach and procedures by which human service agency vehicles can be incorporated into a developing emergency response and deployed.
 - Develop strategies to identify — and to reach — vulnerable populations who are on the caseloads of Calaveras County human service organizations, including:
 - Developing promotional campaigns to get individuals to sign up for the Calaveras Alert emergency notification service;
 - Exploring methods for connecting with those without cell service or telephone service; and
 - Communicating in advance about likely or expected evacuation areas during times of emergency; for example, local schools can be a predictable evacuation location.
- Identify the key human service agency stakeholders, among County and community-based organizations, which should participate.
- Ensure that all key stakeholders do participate, at appropriate levels, in emergency preparedness tabletop exercises and that channels of communication and roles and responsibilities are clearly delineated.

Goal 6: Addressing Infrastructure Needs

The CCOG will continue to support the promotion of infrastructure and capital improvements as they relate to mobility between public transit, pedestrian networks, and bicycle lanes and paths. The following strategies integrate similar themes to the previous Coordinated Plan that should be taken into consideration moving forward.

Strategy 6.1 — Promote and seek funding for Complete Street-type initiatives that support safe bicycle and pedestrian trips, as first-mile/last-mile strategies for travel on Calaveras Connect.

Since the previous Coordinated Plan, the Regional Transportation Plan (RTP) was updated in 2021. Improvements related to safety, emergency access/climate resilience, mobility, quality of life, environment, equity, and economic vitality were prioritized to support the betterment of connections within the region. Many of these goals can be met by the continued support of “Complete Street” projects. Complete Streets is an approach to planning, designing, and building streets that allow safe access to all mobility types (motorists, pedestrians, transit-users, and bicyclists. Example projects include the following:

- Constructing new sidewalks, sidewalk maintenance, or bicycle lanes;
- Installing curb cuts to aid travel by persons in wheelchairs;
- Establishing accessible paths-of-travel around destinations frequented by transit users, including ensuring that bus stops are not “islands of accessibility”;
- Increasing the number of bus shelters; and
- Installing covered bus stop shelters and bicycle racks

Strategy 6.2 — Continue integrating bicycle and pedestrian information into transit information.

Calaveras Connect includes bicycle information on its website and should continue to support pedestrian information in their marketing materials as well. To better support those using public transit, more detailed information regarding major activity centers could also be shown on their website to demonstrate walkability along service routes.

Strategy 6.3 — Ensure that highway corridor planning will address the needs of pedestrians, bicyclists, and transit riders.

The 2021 RTP identified goals and objectives that emphasized the importance of multi-modal safety in the consideration of future highway and local road system improvements. While there were no explicit safety concerns indicated in this Plan’s public and stakeholder outreach, it is still recommended that future corridor planning consider safety for all pedestrians, bicyclists, and transit riders.

Strategies 6.1-6.3 Implementation Activities:

- **Strategy 6.1 Actions:** The CCOG shall continue to support, seek out, and apply for Active Transportation Program (ATP) Call for Projects. This would include partnering with County and City staff.
- **Strategy 6.2 Actions:** Calaveras Connect should continue to promote information related to pedestrian and bicycle connectivity to public transit through their website, brochures, and other forms of public outreach. They may also continue to collect bicycle use data along Calaveras Connect routes. With this information, Calaveras Connect should consider installing bicycle racks on their transit vehicles.
- **Strategy 6.3 Actions:** The RTP is currently being updated. The CCOG should continue to support bicycle and pedestrian projects that improve safety and connectivity between various transportation modes.

Table 17: 2024 Calaveras Coordinated Plan Goals and Strategies

Goal	Strategy
Goal 1: Provide a Sustainable Public Transit System.	<i>Strategy 1.1 — Continue to increase efficiencies on Calaveras Connect routes</i>
	<i>Strategy 1.2 — Continue coordinating Calaveras Connect services with community stakeholders and service providers.</i>
	<i>Strategy 1.3 — Improve schedule coordination with routes in Amador and Tuolumne counties.</i>
Goal 2: Lifeline Transportation Services for Isolated Communities and Out of-County Trips.	<i>Strategy 2.1 — Pilot a mileage reimbursement program, similar to Tuolumne County's TRIP program, to subsidize cost-effective lifeline transport.</i>
	<i>Strategy 2.2 — Implement a non-emergency medical transportation (NEMT) pilot program, to help meet out-of-county medical transportation needs using FTA Section 5310 funds for capital and operations expenses along with other discretionary grant fund sources.</i>
Goal 3: Integrated Transportation Information Network.	<i>Strategy 3.1 — Actively promote connections to Calaveras Connect and to human service transportation providers via contracted boots-on the ground transportation liaison persons associated with community organizations.</i>
	<i>Strategy 3.2 — Continue to ensure information tools exist for public transit and key human service transportation programs that clearly and specifically define services available, service areas, trips allowed, fares and how to access.</i>
	<i>Strategy 3.3 — Establish and participate in coordination meetings among Calaveras, Amador and Tuolumne County transit agencies, with respective SSTACs and key transportation and social service providers, to jointly promote transit and undertake activities of mutual interest, including around new grant funding opportunities.</i>
Goal 4: Housing and Transportation Coordination.	<i>Strategy 4.1 — Encourage County and City policy that recognizes access as an important dimension of affordable housing in this low-density, rural county, seeking to locate housing facilities near existing transit routes to the greatest extent possible.</i>
	<i>Strategy 4.2 — Ensure that the transit operator has input to housing and development initiatives during the coming years. Continue to educate policy makers and planners on Calaveras Connect transit corridor and Direct Connect service areas, so that new development has good transit access.</i>
Goal 5: Emergency Services Coordination.	<i>Strategy 5.1 — Identify the human service programs and transportation providers that could be resources and develop strategies for response, particularly in evacuation of vulnerable populations.</i>
	<i>Strategy 5.2 — Expand and ensure participation of key human service stakeholders and human service transportation providers in tabletop exercises and other regional emergency planning activities to strengthen coordination.</i>
Goal 6: Addressing Infrastructure Needs.	<i>Strategy 6.1 — Promote and seek funding for Complete Street-type initiatives that support safe bicycle and pedestrian trips, as first-mile/last-mile strategies for travel on Calaveras Connect.</i>
	<i>Strategy 6.2 — Continue integrating bicycle and pedestrian information into transit information.</i>
	<i>Strategy 6.3 — Ensure that highway corridor planning will address the needs of pedestrians, bicyclists, and transit riders.</i>

INTRODUCTION

A wide range of potential transit funding sources is available, particularly within California. The following discussion provides an overview of these programs.

Federal Funding Sources

The following are brief descriptions of federal transit funding programs available to rural areas.

FTA Capital Program Section 5339 Bus and Bus Facilities Grants

This program allocates funding for capital projects to replace, rehabilitate, and purchase buses, vans, and related equipment, and to construct bus-related facilities. A sub-program provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles.

FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities

This recurring program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and the Americans with Disabilities Act (ADA) complementary paratransit services. This program consolidates the old New Freedom Program with the Elderly and Disabled Program. Grants are available for both capital (20 percent local match) and operating purposes (50% local match) to areas with less than 200,000 in population. Projects to be funded with FTA 5310 funds must be derived from a Coordinated Public Transit Human Services Transportation Plan.

Traditional Section 5310 project examples include:

- Buses and vans
- Wheelchair lifts, ramps, and securement devices
- Transit-related information technology systems, including scheduling/routing/one-call systems
- Mobility management programs
- Acquisition of transportation services under a contract, lease, or other arrangement

Nontraditional Section 5310 project examples include:

- Travel training
- Volunteer driver programs
- Construction of an accessible path to a bus stop, including curb cuts, sidewalks, accessible pedestrian signals, or other accessible features
- Improvements to signage, or way-finding technology
- Incremental cost of providing same-day service or door-to-door service
- Purchase of vehicles to support new accessible taxi, rides sharing, and/or vanpooling programs

- Mobility management programs

FTA Section 5311 Rural Transit and Intercity Bus

Federal transit funding for rural areas (population of less than 50,000) is currently provided through the FTA Section 5311 Non-Urbanized Area Formula Grant Program. In California, an 11.47 percent local match is required for capital programs and a 44.67 percent match for operating expenditures. These funds, administered by Caltrans, are segmented into “apportioned” and “discretionary” programs. The bulk of the funds are apportioned directly to rural counties based on population levels. The remaining funds are distributed by Caltrans on a discretionary basis and are typically used for capital purposes.

Rural Transit Assistance Program (RTAP)

The RTAP (49 USC. 5311(b)(3)) provides a competitive source of funding to assist in the design and implementation of training and technical assistance projects and other support services tailored to meet the needs of transit operators in non-urbanized areas. RTAP has both state and national program components. The state program provides an annual allocation to each state to develop and implement training and technical assistance programs in conjunction with the state’s administration of the Section 5311 formula assistance program. The national program provides for the development of information and materials for use by local operators and state administering agencies and supports research and technical assistance projects of national interest. There is no federal requirement for a local match.

State Funding Sources

A mainstay of funding for transit programs in California is provided by the Transportation Development Act (TDA). The TDA provides two major sources of funding for public transportation: the Local Transportation Fund (LTF), which began in 1972, and the State Transit Assistance (STA) fund, established in 1980.

Local Transportation Fund (LTF)

The majority of TDA funds are provided through the LTF. These funds are generated by a one-fourth cent statewide sales tax and returned to the county of origin. Consequently, LTF funds are based on local population and spending. The LTF may be allocated by the CCOG for the following prioritized purposes:

- Whatever reasonable amount is needed by the CCOG for TDA administration. This amount varies between RTPAs.
- Up to 3 percent of annual LTF revenues may be allocated to the RTPA for the conduct of the transportation planning and programming process.
- Two percent of the remaining amount may be provided for pedestrian and/or bicycle facilities.
- Up to five percent of remaining funds may be allocated for coordinated community transit services.
- The remaining funds must be spent for transit and paratransit purposes unless the Transportation Commission finds that either no unmet transit needs or that unmet needs cannot be reasonably met.
- If there are no reasonable-to-meet unmet transit needs, remaining funds may be allocated to local streets and roads to jurisdictions based on population.

State Transit Assistance (STA)

In addition to LTF funding, the TDA includes an STA funding mechanism. The sales tax on diesel fuel is used to fund public transit operations and capital improvements. This amount is augmented by the diesel fuel sales tax increase from SB1 that began in 2017.

The Low Carbon Transit Operations Program (LCTOP)

LCTOP is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862. The LCTOP was created to provide recurring operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. Eligible projects include new or expanded bus or rail services and expanded intermodal transit facilities and may include equipment acquisition, fueling, maintenance, and other costs to operate those services or facilities, as long as each project reduces greenhouse gas emissions. For agencies whose service area includes disadvantaged communities, at least 50 percent of the total money received shall be expended on projects that will benefit disadvantaged communities. This program is administered by Caltrans in coordination with the Air Resource Board (ARB) and the State Controller's Office (SCO).

Transit and Intercity Rail Capital Program (TIRCP)

Also created by SB 862, this competitive program provides funding from the Greenhouse Gas Reduction Fund, for rail or intercity rail feeder bus projects that reduce greenhouse gas emissions. Eligible applicants must be public agencies, including joint powers agencies, which operate or have planning responsibility for existing or planned regularly scheduled intercity or commuter passenger rail service (and associated feeder bus service to intercity rail services), urban rail transit service, or bus or ferry transit service (including commuter bus services and vanpool services). The recently passed SB 125 will change this program to allow use for operations purposes.

Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP)

Administered by the California Air Resources Board (CARB), this program aims to accelerate the adoption of cleaner, more efficient trucks and buses by providing fleets based in California with vouchers when they purchase zero-emission buses. The amount of the voucher depends on vehicle weight class, type of use, and whether or not it is in a disadvantaged community. For a large transit vehicle purchase, a transit agency could receive around a \$150,000 voucher.

The California State Budget for FY 2022-23 proposes a \$1.7 billion investment in zero-emission vehicles. This could create additional funding sources for ESTA and the County of Inyo to meet CARB's goal to have a zero-emission bus fleet by 2040. A variety of smaller credit and voucher programs are available through the state to assist with the transition to ZEV.

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REVIEW OF EXISTING PLANNING DOCUMENTS

Appendix A

REVIEW OF EXISTING PLANNING DOCUMENTS

INTRODUCTION

There are multiple regional studies that have been adopted in recent years which are relevant to the *Calaveras County Coordinated Transportation Plan*. The coordination strategies presented in this study are designed to further support the goals and strategies included in these other regional plans. The components of these existing plans most pertinent to public transit and transportation services are summarized below.

PLANNING DOCUMENTS

2024 Calaveras County Regional Transportation Improvement Program

The goal of a Regional Transportation Improvement Program (RTIP) is to develop a prioritized program of regional transportation programs required by the California Transportation Commission (CTC) that the Regional Transportation Planning Agency must submit to CTC. When the CTC adopted the 2024 State Transportation Improvement Program (STIP), \$1,117,000 were allocated to Calaveras County Region for a 5-year programming period for projects. The bulk of the funding is programmed for the Wagon Trail Eastern Segment at a total of \$1,042,000. The rest of the funding is allocated to planning, programming, and monitoring, at an amount of \$75,000.

2021 Calaveras County Regional Transportation Plan

The Calaveras County 2021 Regional Transportation Plan (RTP) outlined a comprehensive 20-year vision for enhancing the transportation network to effectively facilitate the movement of goods and people within the region. Mandated by California law, the Calaveras County Council of Governments, as the Regional Transportation Planning Agency, is responsible for developing, adopting, and submitting the RTP to the California Transportation Commission every four years. The development of the RTP involves collaboration with various stakeholders and must align with existing local plans, such as general plans and public transit strategies. Public input was actively sought through surveys and workshops, helping to shape the Policy Element and Project Lists.

The RTP found that although there is limited funding available for public transit in Calaveras County, the need for transit was demonstrated. Continuing to improve public transit service by replacing aged vehicles and improvements to passenger facilities would make the transit system more visible and thereby encourage non-regular riders or visitors to utilize the bus system. The RTP emphasizes public transit infrastructure improvements and vehicle replacements, focusing on enhancing the first-mile/last-mile connectivity for Calaveras Connect riders, including adding sidewalks and crosswalks. It advocates for future state highway upgrades to accommodate public transit users. As Valley Springs expands, increasing transit service in that area will be essential. In the long term, there may be a reconsideration of intercity public transportation to Stockton, although past pilot services were discontinued due to low ridership. With population growth, revisiting intercity service feasibility could be beneficial.

CCOG oversees Calaveras Connect (formerly Calaveras Transit), which currently operates contracted services with Paratransit Services. Before the pandemic, Calaveras Connect offered five deviated fixed routes and allowed for deviations for seniors and those with disabilities. At the time of the RTP's adoption, services were available Monday through Friday, with only the Red Line operating as a fixed route. Other communities previously served by fixed routes shifted to on-demand transit.

The Regional Transportation Plan (RTP) for Calaveras County identifies improvements for various transportation modes, categorized into financially constrained and unconstrained projects. Constrained projects have secured funding for both short- and long-term implementation, while unconstrained projects are aspirational and unlikely to receive funding in the next 20 years unless new sources are found. Proposed projects of the 2021 RTP align with the Interregional Transportation Improvement Program (ITIP), Federal Transportation Improvement Program (FTIP), and the 2020 Regional Transportation Improvement Program (RTIP). These projects include infrastructure and vehicle replacement needs for public transit, including improvements to first-mile/last-mile connections (like sidewalks and crosswalks), consideration of public transit in state highway upgrades, and replacing aging vehicles.

Below are the Goals, Objectives, and Policies outlined in the RTP that relate to transit in Calaveras County.

Goal 2: Emergency Access/Climate Resilience—Provide a transportation system that allows for safe and efficient evacuation and is adaptable to future changes in weather patterns.

- *Objective 2D: Facilitate collaboration between public transit, human service agencies, and emergency services to support low-income, elderly, and other disadvantaged groups during times of emergency.*
 - *Policy 2.9—Implement Emergency Services Coordination Strategies of the Coordinated Public Transit Human Services Transportation Plan.*

Goal 3: Infrastructure—Maintain a high-quality transportation system.

- *Objective 3C: Maintain a safe and effective public transit system.*
 - *Policy 3.4—Work with Calaveras Transit Agency and other state and federal agencies to both support and advocate for an ongoing funding source that funds fleet replacement and maintains a safe fleet within established useful life standards.*
 - *Policy 3.5—Program transit capital improvement projects that result in a decrease in ongoing and long-term maintenance costs and improve safety.*

Goal 4: Quality of Life/Public Health—Enable vibrant and healthy communities.

- *Objective 4A: Promote pedestrian and bicycle travel mode share so as to increase overall public health.*
 - *Policy 4.1—Support land use patterns that provide for infill, are transit-oriented, bicycle and pedestrian-friendly, and provide for efficient use of underdeveloped land, and existing and planned transportation resources.*
 - *Policy 4.3—Provide safe and convenient non-motorized access to existing and future transit stops and facilities within Calaveras County.*

Goal 5: Environment—Enhance environmental health and reduce negative transportation impacts.

- *Objective 5A: Reduce the demand for travel by single-occupant vehicles through transportation demand management and transportation system management techniques.*
 - *Policy 5.1—Increase the mode share for public transit and non-motorized travel through operational improvements and construction of bicycle, pedestrian, and park-and-ride facilities.*
 - *Policy 5.2—Support public awareness of Calaveras Transit and bicycle and pedestrian options among residents and visitors through media and promotional events.*
 - *Policy 5.5—Encourage compact development patterns to minimize construction of roads and impacts to agricultural operations and open space.*
 - *Policy 5.6—Encourage local jurisdictions to seek a balance of housing and employment land uses to improve the jobs/housing balance and encourage the use of transit and/or active modes for daily trips.*
 - *Policy 5.7—Encourage local land use planning and community design, which minimizes dependence on long-distance, single-occupant vehicle commute trips. Objective 5B: Promote transportation policies and projects that support a sustainable environment and positively contribute to meeting statewide global warming emissions targets set in the Global Warming Solutions Act of 2006 (AB 32).*
 - *Policy 5.8—Coordinate with federal and state agencies and local air management districts on matters related to the air quality conformity process specified in the latest federal clean air requirements and legislation for transportation projects (transportation-related).*
 - *Policy 5.9—Consider alternative transportation technologies, such as micro-transit and electric car or bike share programs.*
 - *Policy 5.10 - Coordinate with local and neighboring jurisdictions to identify mutually beneficial programs, projects, or partnership opportunities aimed at reducing or offsetting regionally produced mobile source GHG emissions.*
- *Objective 5C: Support and program projects to expand Electric Vehicle (EV) Infrastructure.*
 - *Policy 5.11—Support projects listed in the Central Sierra EV Plan.*
 - *Policy 5.12—Support and program projects listed in the Calaveras Transit Agency Zero-Emission Bus Rollout Plan.*

Goal 6: Mobility/Accessibility/Equity—Provide a high degree of mobility and reliability for people and goods in Calaveras County using multimodal solutions, which provide accessibility to goods and services for all residents and preserve the rural character of the region.

- *Objective 6A: Provide a regional transportation system that is safe and accessible to all types of users regardless of income level, race, and age.*
 - *Policy 6.1—Encourage the development of mobility improvement projects to equitably support disadvantaged communities and ensure that community values and regional character are protected and enhanced.*
 - *Policy 6.2—Coordinate with local jurisdictions to provide effective transportation choices for a diverse population including aging, youth, and persons with disabilities.*

- *Policy 6.3—Coordinate with Calaveras Transit Agency, neighboring transit systems, and non-profit and social service agencies to support transit trips into and out of Calaveras County for employment, education, medical, tourism, and recreation travel purposes.*
- *Policy 6.4—Work with local jurisdictions to encourage development of active transportation facilities that provide access to transit stops and other multi-modal facilities.*
- *Policy 6.5—Work with local jurisdictions to consider transit accessibility for projects and investments. Policy 6.6—Encourage the transit operator to utilize developments in technology, such as mobile device applications and other intelligent transportation systems, to inform transit users of available service and monitor transit vehicles in order to optimize routes where feasible.*
- *Policy 6.7—Market the availability of transit service information to likely transit users including educational, commercial, recreational, and employment.*
- *Objective 6C: Promote a transit system that is responsive to the needs of the transit-dependent persons.*
- *Policy 6.13—Update and implement the strategies identified in the Coordinated Public Transit-Human Services Transportation Plan in coordination with Calaveras Transit Agency.*
- *Policy 6.14—Work with transit providers and social service transportation providers to improve or increase transit services to rural and remote areas.*
- *Policy 6.15—Support pilot transit programs and promote coordination opportunities with local private or non-profit organizations, school district, and adjacent counties to meet the needs of transit-dependent populations in locations not adequately or appropriately served by public transit.*
- *Policy 6.16—Coordinate with senior living facilities, healthcare clinics, and other transportation providers and services of seniors and people with disabilities.*

Calaveras County Housing Element 2019-2027

The Calaveras County Housing Element is a document published by Calaveras County that takes inventory of current housing for all income levels and makes plans for future development

Goals and policies that pertain to transit in Calaveras County:

- *Goal H-3 - Adequate housing for County residents with special needs, including seniors, large families, single parents, farmworkers, persons in need of emergency shelter, and persons with physical or developmental disabilities.*
 - *H3.3 Encourage the development of housing for seniors on land within or contiguous to community centers, served by public water and sewer, and near public transit routes and medical facilities*

Financial sources for housing that encourage transit use:

- *Transit-Oriented Development Housing Program (Proposition 1C) - Provides grants and/or loans for the development and construction of mixed-use and rental housing development*

projects, homeownership mortgage assistance, and infrastructure necessary for the development of housing near transit stations. (Note: this program applies to specific transit stations in particular cities.)

Calaveras Transportation Element 2021

The Transportation and Circulation chapter of the Calaveras County General Plan – Environmental Impact Report evaluates key circulation systems within Calaveras County and analyzes future traffic conditions associated with the buildout of the Draft General Plan.

The EIR document considered what impact the General Plan may have on existing plans and programs regarding public transit and active transportation and found the impact to be less than significant, so no mitigation is required. The draft plan includes the following goals and policies for public transit and active transportation in Calaveras County:

- Policy C 3.1 Maintain a County transit system and strive to increase service efficiency, availability, and convenience for all residents, employees, and visitors to the degree feasible with available resources. (IM C-3B)
- Policy C 3.2 Encourage the expansion of public transit services to nearby urban areas in order to reduce automotive dependency, access intercity transportation services, and improve mobility for County residents. (IM C-3A, C-3B)
- Policy C 3.3 Strive to develop new attractive, well-maintained, and pedestrian-friendly bus stops, with benches and shelters where warranted, located in high-visibility and heavily used areas. (IM C-3C)
- Policy C 3.4 Encourage the use of public transit, as well as ridesharing, and vanpools. (IM C-3A and C-3C)
- Policy C 3.5 Ensure that new developments incorporate measures into project design that promote the use of alternative modes of transportation. (IM C-3C)
- Policy C 3.6 Coordinate with the City of Angels Camp and adjacent counties to develop the most cost-effective transit program. (IM C-3B)
- Policy C 5.1 Incorporate safe and convenient bicycle and pedestrian access, where feasible, in all transportation improvement projects. (IM C-1A, C-1B and COS-7B)
- Policy C 5.2 Bicycle and pedestrian access and circulation shall be designed into new development projects where applicable to enhance internal circulation and interconnectivity with surrounding land uses and to implement any adopted bicycle and/or pedestrian plan. (IM C-1A and COS-7B)
- Policy C 5.3 Safe routes to schools shall be incorporated into new residential projects where appropriate. (IM C-1A and COS 7B)
- IM C-1A Complete Streets – Review the County Municipal Code and Public Works Department Development Manual and incorporate, as appropriate, complete streets design principles such as the following:
 - • Balanced design to accommodate walking, cycling, transit, driving, parking, accessibility, drainage, storm water management, emergency vehicle access, snow removal, and

deliveries.

- • Safe access to public transportation and other non-motorized uses through the construction of dedicated paths where appropriate and where right-of-way is available.
- • Safe road crossings at major intersections.
- • Interconnect roadway networks to expand travel route options and allow short trips to be completed off arterial roadways.
- • Pedestrian and bicycling facilities where appropriate to promote safety and maximize access, including construction of bicycle parking facilities where feasible.
- IM C-1B Greenhouse Gasses – When preparing capital improvement plans and reviewing development proposals, the County shall favorably consider projects which minimize greenhouse gas impacts and are appropriate to the rural nature of Calaveras County, including, but not limited to, transit programs, ridesharing programs, bicycle and pedestrian improvements, and maintenance of existing roadways to reduce vehicle emissions.
- IM C-1C Transportation Alternatives in Impact Fees – Consider transit capital improvements and non-auto travel improvements necessary to serve new development in impact fee programs to fund public transportation infrastructure, park-and-ride lots, and bicycle and pedestrian facilities associated with the new development.
- IM C-2B Transportation Impact Study Guidelines – Develop and adopt transportation impact study (TIS) guidelines that consider all modes of travel and define, at a minimum, the need for transportation impact studies, analysis methodology, and CEQA significance criteria.
- IM C-3A Park-and-Ride Facilities – As funding allows, designate and implement appropriate “Park and Ride” facilities, and promote ridesharing programs.
- IM C-3B Transit Planning – Work with the Calaveras County Council of Governments and City of Angels Camp to update the annual Unmet Transit Needs Report and to periodically review and update the short-range transit plan.
- IM C-3C Transit Stops – Coordinate with Calaveras Transit when reviewing development projects to determine if transit stops or other public transit facilities should be incorporated into the design of the project.
- IM C-5A Bicycle and Pedestrian Plans – Update the bicycle and pedestrian master plan and implement the priority projects in those documents as funding allows. The County shall pursue available federal, state, and local funding for construction and maintenance of non-motorized transportation facilities.

2019 Central Sierra Zero Emission Vehicle (ZEV) Readiness Plan

The California Air Resources Board (CARB) Innovative Clean Transit (ICT) regulation requires all public transit agencies in the state to gradually convert their fleets to zero-emission buses (ZEBs) by 2040. The first stage of the regulation will mandate that 25 percent of small transit agency bus purchases be ZEBs beginning in 2026. This requirement will then increase to 100 percent by 2029. The ICT regulation required all transit agencies to submit a ZEB Fleet Rollout Plan by July 1, 2023.

The Central Sierra ZEV Plan included recommendations for Alpine, Amador, Calaveras, and Tuolumne Counties and included the following: 1) Evaluations of the current state of the ZEV market; 2) Study and analysis of site locations needed for ZEV infrastructure deployment; 3) Evaluations of opportunities to streamline ZEV permitting, installation, and inspection to facilitate the timely approval and construction of ZEV infrastructure; 4) Analysis of the feasibility of ZEV adoption in municipal fleets; 5) Stakeholder coordination and input; 6) Funding sources for an implementation program.

Operating 14 total vehicles, Calaveras Transit is classified as a small agency, with a rollout plan due by 2023. Starting on January 1, 2026, 25% of new bus purchases must be ZEBs; starting January 1, 2029, all new purchases must be ZEBs (CARB § 2023.1., 2018). If no eligible cutaway buses, motor coaches, or articulated buses have passed Altoona bus testing and received a passing report by January 1, 2029, these bus types will be excluded from the mandate until options are available.

2021/22, 2022/23, and 2023/24 Unmet Transit Needs Finding Reports

The California Transportation Development Act (TDA), and Regional Transportation Planning Agencies (RTPAs) are required to hold an annual hearing to determine unmet transit needs in the region. TDA funding must be spent on any unmet transit needs deemed through the hearing process to be reasonable to meet before the RTPA can allocate any leftover funds to other types of transportation projects. TDA funds are administered by the Calaveras Council of Governments (CCOG), as the designated RTPA. 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.

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:

- 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,
- Improvements funded or scheduled for implementation in the fiscal year following the Unmet Transit Needs Hearing, and future transportation needs.

Over the last three fiscal years, there have been no unmet transit needs identified through the public outreach and input process, nor have there been any comments provided from the public.

2020-2025 Calaveras County Short Range Transit Plan

The purpose of the Short-Range Transit Plan (SRTP) is to guide the development of public transportation services for Calaveras County residents and visitors over the next five years, from FY20/21 to FY24/25. More specifically, the SRTP:

- Provides opportunities for public input regarding transportation needs and how Calaveras Connect might effectively address them
- Conducts market research to determine who is riding Calaveras Connect, how they are using the system, how satisfied they are with the services provided, and priorities for improvements
- Evaluates the recent performance of existing services
- Provides priorities for service plan and fare recommendations over the next five years
- Establishes a detailed operating and capital financial plan
- Provides an update on zero emission bus requirements

The following are the key initiatives for transit in Calaveras County since the last Short Range Transit Plan:

- **Formed a new organization** (Calaveras Connect)
- **Rebranding campaign:** The new Calaveras Transit Agency organization undertook a branding project to create a new look for the new organization. Its specific purposes included: a) create a new identity and Brand for Calaveras Transit; b) enhance resident and tourist awareness and perception of service; c) create awareness, relationships, and coordination with events, attractions, and key destinations throughout Calaveras County; and d) develop collateral specific for different target markets and services.
- **Token Transit for Fare Payment:** Paying fares on Calaveras Connect has become more convenient due to the implementation of a smart phone application called Token Transit. By downloading the app, riders can purchase and store passes and tickets on their phone in advance of their ride or even as they are boarding the bus.
- **Columbia College Free Fare Program:** Columbia College is an important destination or the two-county area, Calaveras and Tuolumne Counties. Calaveras Connect established during 2019 a free-fare opportunity using Low Carbon Transit Program (LCTOP) funding to off-set the lost fare revenue and with contributions from Columbia College and associated organizations including the Columbia College Foundation and Associated Students of Columbia College.

The following recommendations were made as a result of the SRTP:

- **Red Line between Valley Springs and Arnold operating Monday to Friday every 60 minutes.**
- **Columbia College shuttle between Angels Camp and Columbia three times in the morning and three times in the afternoon on days that Columbia College is in operation.**
- **Improved general public dial-a-ride service five days a week for trip origins and destinations within Calaveras County** that are currently being served with public transportation.
- Individuals who work or go to school **can make a recurring subscription trip on dial-a-ride, for example from Copperopolis to a job in San Andreas**, as long as the working hours are between 7 am and 7 pm Monday to Friday. Along the Red Line corridor, the route deviation or Direct Connect service would be discontinued, and trips with an origin or destination within ¾ mile of the route would be served with the general public dial-a-ride, including ADA eligible trips. This will enable the 60-minute service on the Red Line to maintain excellent on-time performance.

- For out of county trips, **Direct-Connect service on select days a would be provided** between eligible Calaveras County origins and out of county destinations. The three Direct-Connect services are:
 - San Andreas-Mokelumne Hill-Jackson-Sutter Creek
 - Wilseyville-West Point-Pine Grove-Jackson
 - Angel's Camp-Sonora
- **Saturday Hopper would be maintained and improved as market conditions dictate.** During the community outreach, there was the desire to have the Saturday Hopper extended to the new hotel that is just about to open in Copperopolis Town Square.

Appendix B
ONLINE COMMUNITY SURVEY RESULTS

COMMUNITY SURVEY

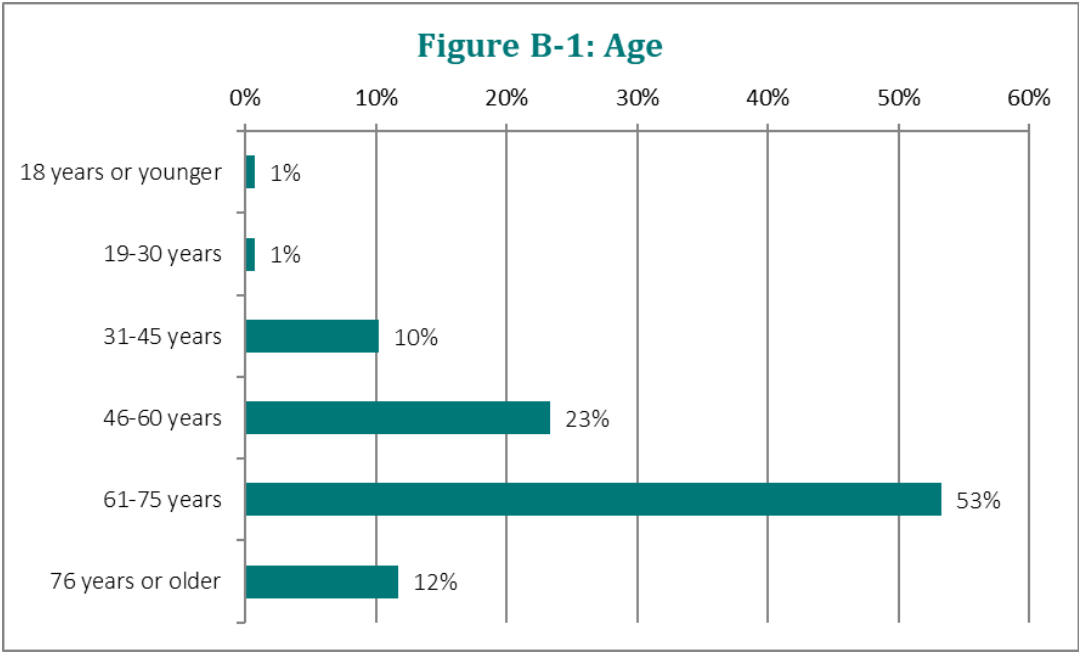
Introduction

The online community survey conducted for the 2024 Calaveras Coordinated plan was conducted in July 2024 and was available for three weeks. The survey instrument was a 17-question survey made available online in both Spanish and English formats. To inform the public of the survey effort, regional stakeholders were asked to pass along information to their clientele and post fliers with QR codes and links to the survey. The survey was also posted on Nextdoor, an online forum that allows users to engage with their neighbors. The survey was targeted at all residents of Calaveras County, including those who do not use public transit on a regular basis. The survey received a total of 137 responses.

Demographics

Age

Participants were asked to provide their age. All 137 participants answered the age question, with a detailed breakdown provided in (Figure B-1) below. The survey received one response from individuals 18 years old or younger, one response from adults aged 19 to 30, and 14 responses (10 percent of the total) from those aged 31 to 45. The majority of responses came from older age groups: 32 participants (23 percent of responses) were aged 46 to 60, 73 participants (53 percent of responses) were aged 61 to 75, and 16 participants (13 percent of responses) were 76 years or older.

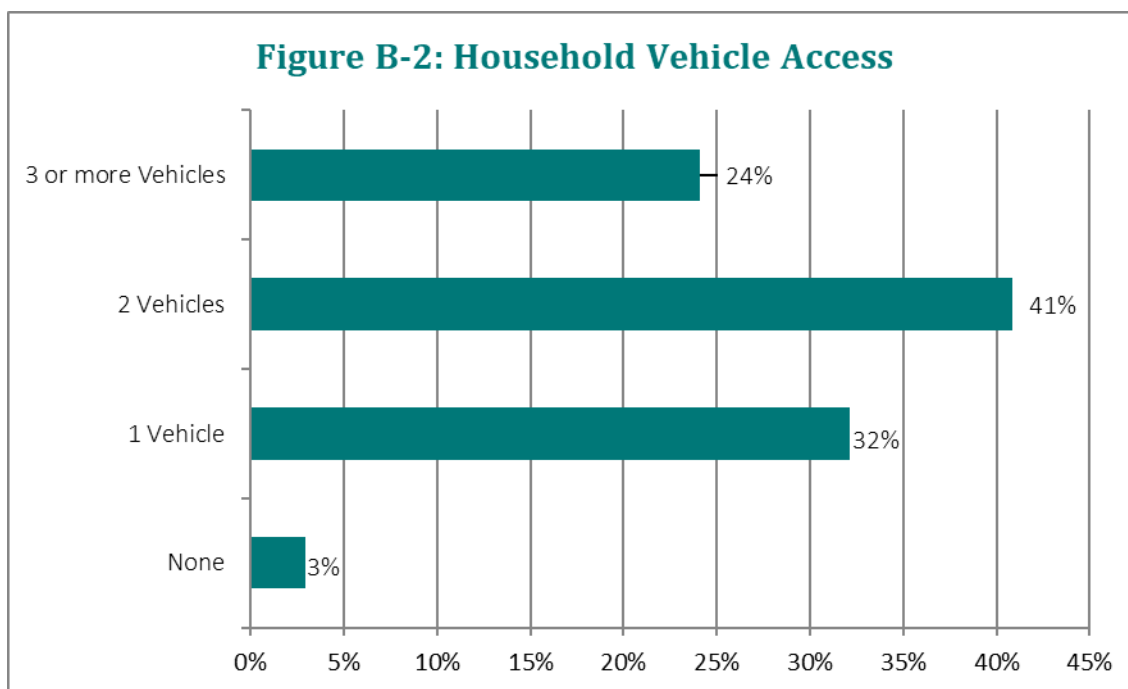


Household Vehicle Access

Participants were asked how many working vehicles their household had access to, as a lack of vehicle access is a significant factor contributing to transit dependence. All 137 participants responded to this question, and a full breakdown of responses is provided in (Figure B-2) below, alongside 2022 American Community Survey (ACS) data for the state of California and Calaveras County.

Only 4 participants (3 percent of responses) reported no household access to vehicles. A substantial number, 44 participants (32 percent of responses), reported having access to one working vehicle in their household. The majority, 56 participants (41 percent of responses), indicated that their household had access to two working vehicles. Additionally, 33 participants (24 percent of responses) reported having access to three or more working vehicles.

The reported household vehicle access among participants is lower than the estimates for Calaveras County provided by the ACS. Vehicle access in Calaveras County is generally higher than in the state of California as a whole, which is typical for primarily rural counties where public transportation is limited, and activity centers are more dispersed. The widespread household vehicle access across Calaveras County may suggest that existing public transit services are not a viable alternative to personal vehicle use.

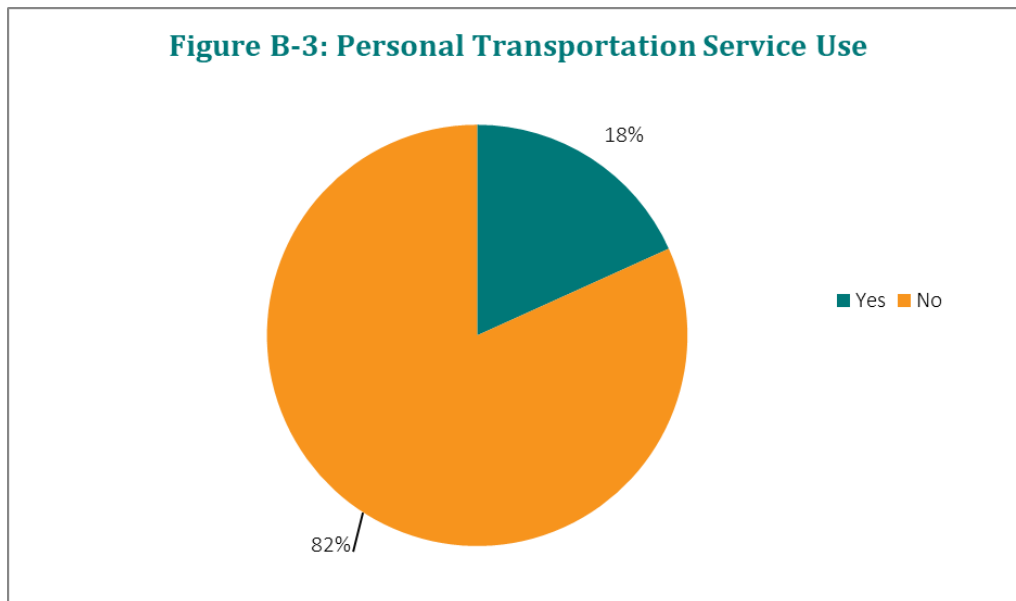


Transit Use

Transit and Specialized Transportation Service Use

Participants were asked if they use public transit or specialized transportation services, such as paratransit, to meet some or all of their travel needs. This question was presented in a yes-or-no format, and all 137 participants provided an answer. The responses are graphically depicted in (Figure B-3) below. Only 25 participants (18 percent of responses) reported using these services for some or all of their travel

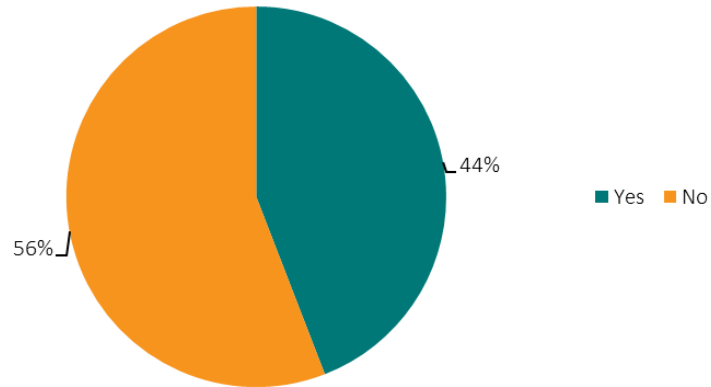
needs, while the remaining 112 participants (82 percent of responses) indicated that they did not use these services.



Participants were also asked if they had any friends or family members who use transit services to meet some or all of their transportation needs, also in a yes-or-no format. All but one of the 137 participants answered this question, and the responses are graphically depicted in (Figure B-4) below. Compared to the earlier question, a significantly higher number—60 participants (44 percent of responses)—reported that they have friends or family who use public or specialized transportation services to meet some or all of their travel needs. The remaining 76 participants (56 percent of responses) indicated that they did not have friends or family members who used these services.

The combination of these questions suggests that while transit use is not widespread among the survey participants, there are likely many individuals who rely on transportation services but did not participate in the survey.

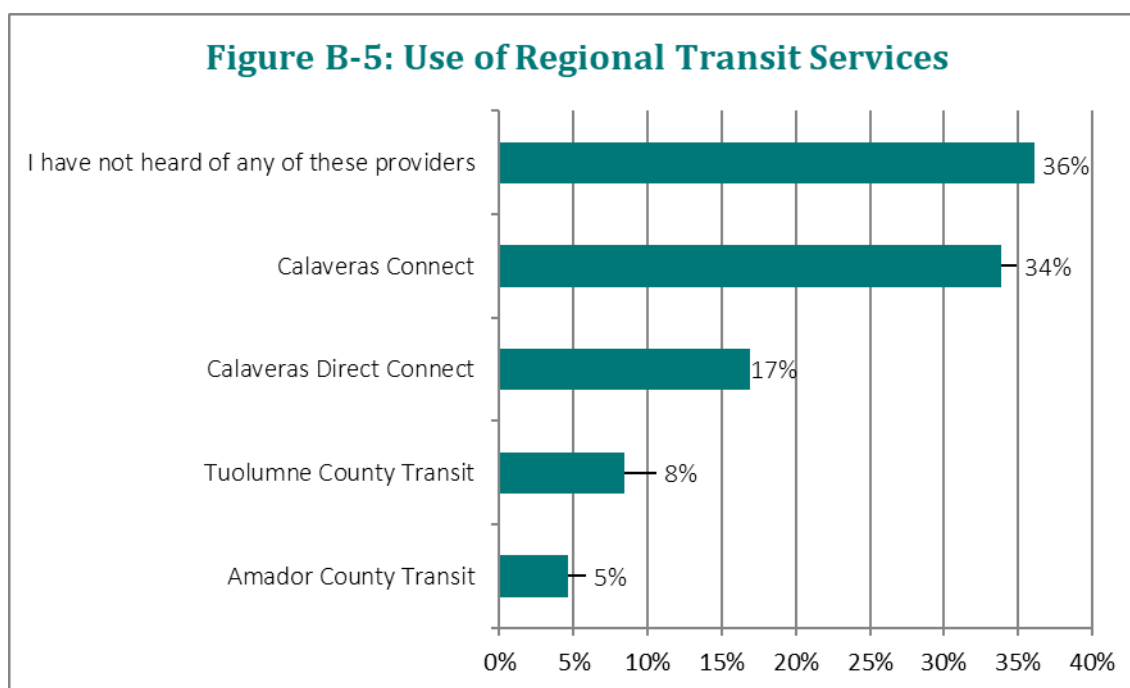
Figure B-4: Family and Friend Transportation Service Use



Use of Regional Transit Providers Services

Participants were asked if they used services provided by various agencies operating within the region and were allowed to select any or all of the agencies and services they used. There was also an option for participants to select if they had not heard of any of these providers. This question received 96 responses, while 41 participants chose not to answer. It is likely that those who skipped the question were aware of one or more of these services but did not use them. In total, the question received 130 responses, with a full breakdown provided in (Figure B-5) below.

Among those who responded, 44 participants (34 percent of responses) reported using Calaveras Connect, 22 participants (17 percent of responses) used Calaveras Direct Connect, 11 participants (8 percent of responses) used Tuolumne County Transit, and 6 participants (5 percent of responses) used Amador County Transit. However, the majority of participants—47 respondents (36 percent of responses)—selected "I have not heard of any of these providers." Indicating a significant lack of awareness about existing regional transit services. This suggests that marketing efforts should be expanded to better inform area residents about these services.

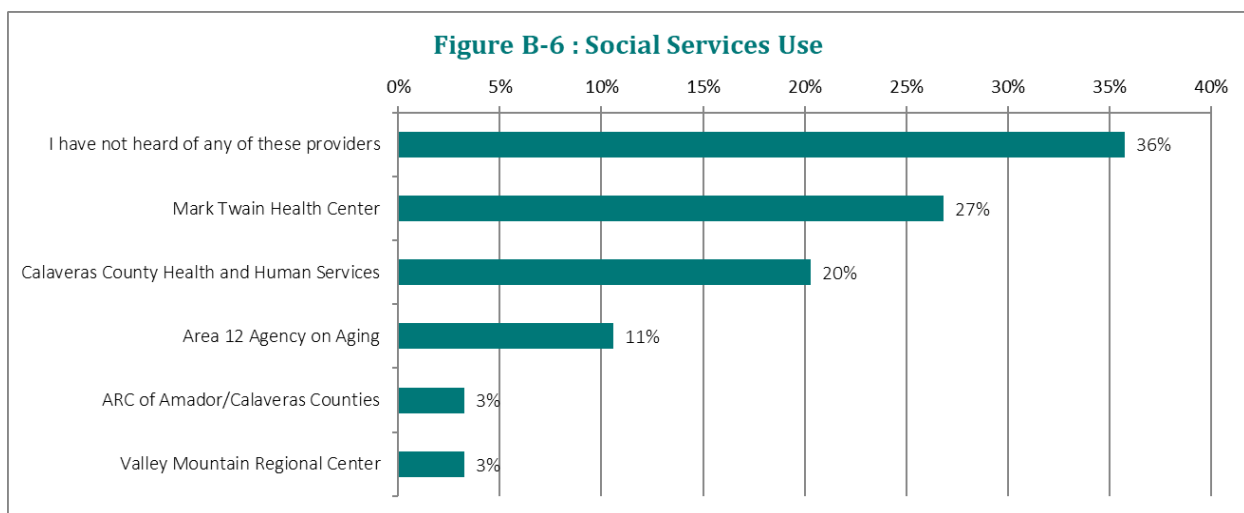


Social Service Transit Providers

Participants were asked if they used services from any regional social or tribal service providers, with the option to select all agencies whose services they use. The question was answered by 93 participants, while 44 participants skipped it. In total, 123 responses were recorded from those who answered, with a detailed breakdown provided in (Figure B-6) below.

The ARC of Amador/Calaveras Counties and Valley Mountain Regional Center received the fewest responses, with each receiving 4 responses (3 percent of the total). The Area 12 Agency on Aging received 13 responses (11 percent of the total), while Calaveras County Health and Human Services received 25 responses (20 percent of the total). The organization that received the most responses was the Mark Twain Health Center, with 33 responses (27 percent of the total). Additionally, 44 participants (36 percent of responses) reported that they had not heard of any of these providers.

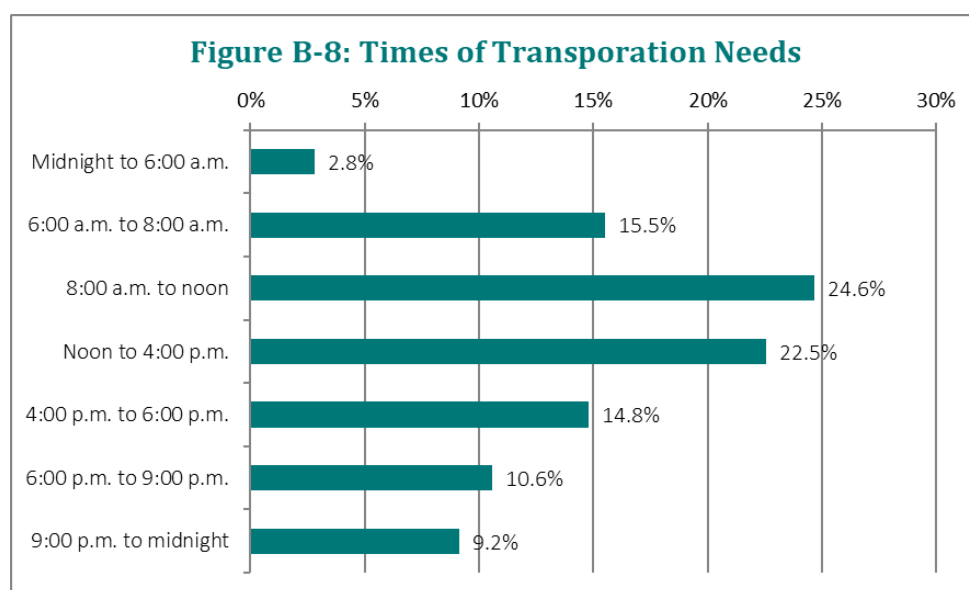
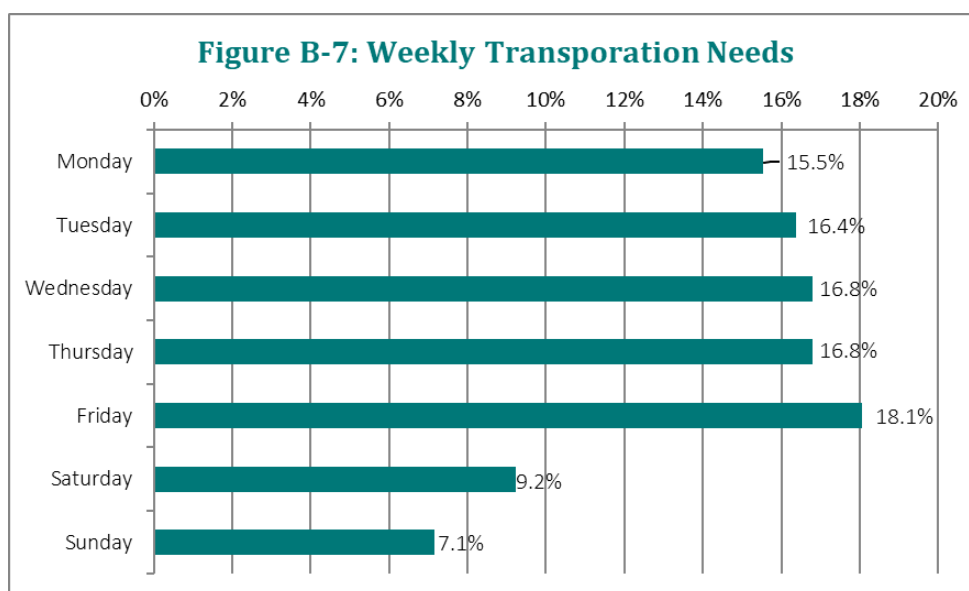
All of these agencies, except the Area 12 Agency on Aging, have offices near the San Andreas Government Center bus stop, which is served by the Calaveras Connect red line. However, reaching the Area 12 Agency on Aging's offices in Sonora from the San Andreas Government Center bus stop via fixed-route public transit requires 3 hours and 47 minutes and three transfers. This trip would require the use of Calaveras Connect Redline, to the Colombia College Shuttle, then to the Tuolumne County Transit Route 2, and a 0.6-mile walk from the Mikes Pizza at Mono Way bus stop to the agency offices. The responses to this question suggest that this could be an unmet transit need for some Calaveras County residents.



Service Needs

Participants were asked which days of the week they generally need transportation, and 50 participants responded. A full breakdown of responses is provided in (Figure B-7) below. Transportation needs gradually increased throughout the week, with Mondays garnering 37 participants (16 percent of responses) and Friday being the peak day, with 43 participants (18 percent of responses) needing transportation. Weekend transportation needs declined significantly, with 22 participants (9 percent of responses) needing transportation on Saturdays and only 17 participants (7 percent of responses) needing transportation on Sundays.

Participants were asked about the times of day they generally need transportation. Fifty-five participants responded to this question, selecting all the times they needed transportation. A full breakdown of responses is provided in (Figure B-8) below. The peak transportation times were between 8 AM and 12 PM, selected by 35 participants (25 percent of responses). Another frequently selected time was 12 PM to 4 PM, chosen by 32 participants (23 percent of responses). While transportation needs significantly declined after the midday peak, more participants reported needing transportation later in the evening than in the early morning.

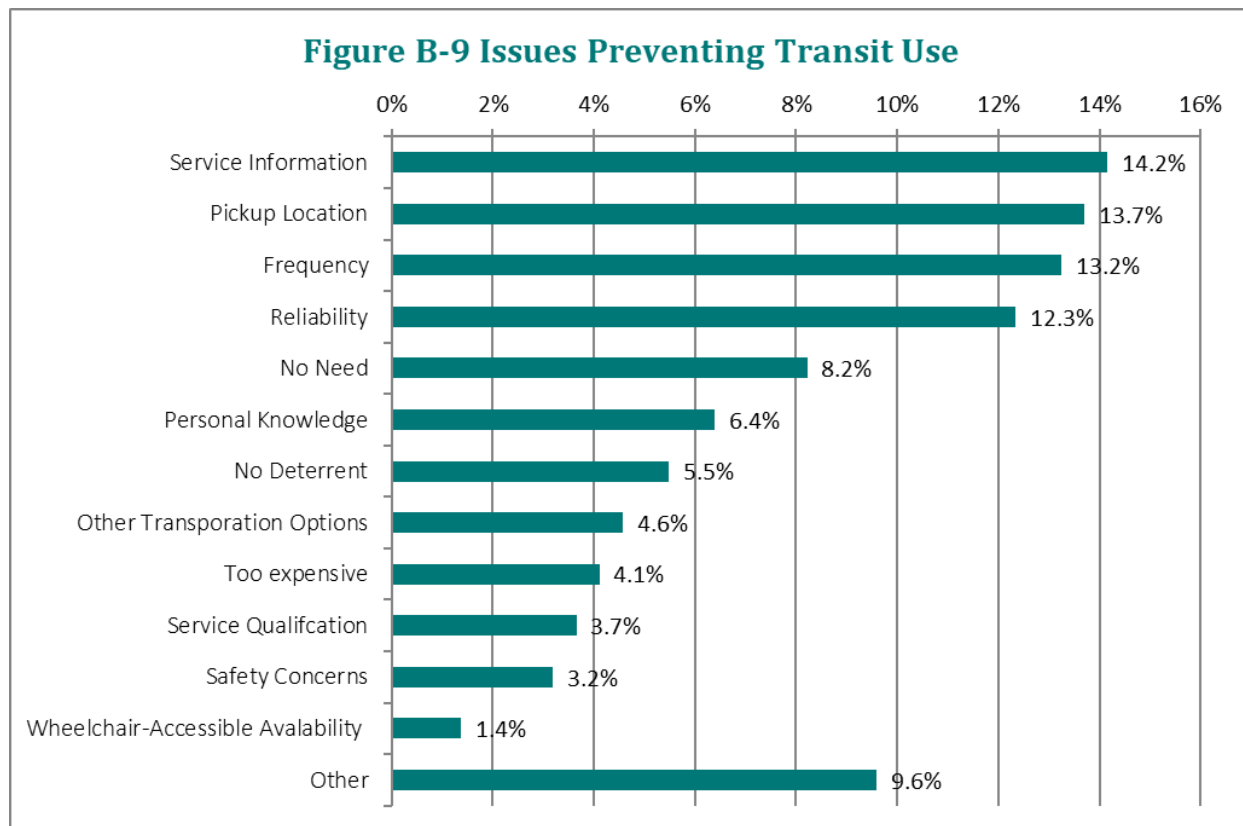


Barriers Preventing Public Transit Use

Participants were asked to identify any issues that prevented them from using public transit or other privately provided transportation services. A total of 93 participants responded, and a full breakdown of their responses is provided in (Figure B-9) below.

The top three barriers were difficulty finding service information, the distance to pick-up locations being too far, and the service schedule or frequency not meeting their needs. Each of these issues accounted for 13-14 percent of the total responses. The least frequently selected barriers were a lack of wheelchair-accessible vehicles, personal safety concerns while riding the bus, and not qualifying for transportation programs, each of which received between 1 percent and 4 percent of the total responses.

These responses underscore that many Calaveras County residents are unaware of existing transportation services or how to find information about them. Additionally, the distance between stops makes it challenging for residents to use fixed routes to reach many destinations. On a positive note, the results also indicate that Calaveras Connect is performing well in areas such as providing safe, affordable, and accessible services.



Potential Unmet Transit Needs

Transit Needs Within Calaveras County

Participants were asked if they ever needed a ride to destinations within Calaveras County and were unable to get one. Out of 137 participants, 136 answered, with only one skipping this yes-or-no question. Responses were evenly split, with 68 participants (50 percent) answering "yes" and 68 participants (50 percent) answering "no."

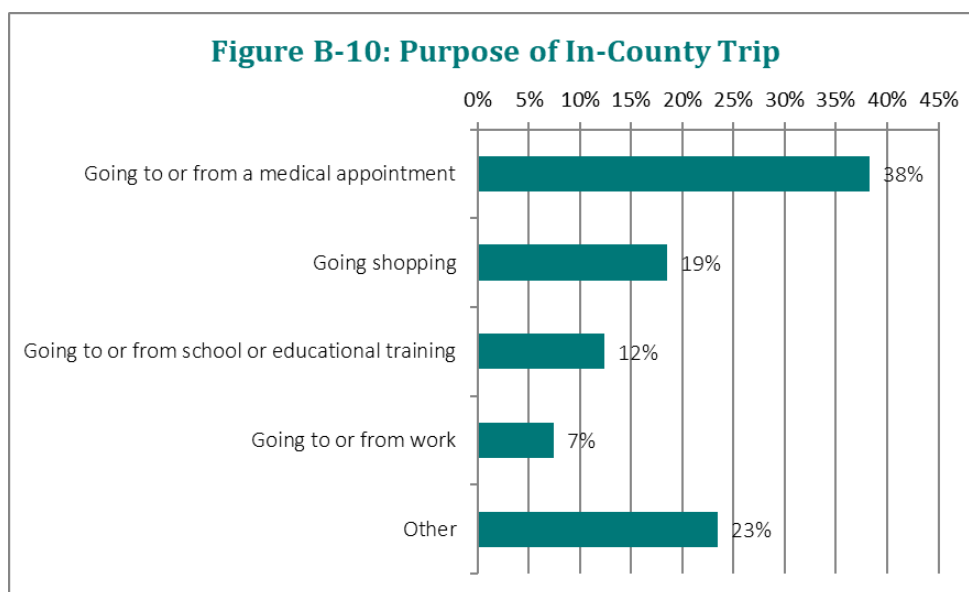
For those who answered "yes," a follow-up question asked them to list the places they needed a ride to or from, using a short answer format. Fifty-one participants responded, often providing multiple origins and destinations. (Table B-1) below summarizes these responses, with specific locations generalized to their respective communities, and the results for both "to" and "from" combined.

The top three communities where participants needed rides were San Andreas, Copperopolis, and Sonora. In San Andreas, people commonly needed rides both to (10 participants) and from (5 participants), with Calaveras High School and Mark Twain Hospital being the most frequent destinations. Copperopolis participants frequently needed rides from this community, often to reach the hospital in

San Andreas or Sonora. Although Sonora is not in Calaveras County, it was a common destination, with Columbia College and Adventist Health Hospital being the most frequent locations.

Table B-1: Unmet Transit Needs				
Community	Ride to	Ride From	Total	Percentage
San Andreas	10	5	15	14%
Copperopolis	1	11	12	11%
Sonora	11	1	12	11%
Angels Camp	7	3	10	9%
Arnold	2	4	6	6%
Murphys	4	2	6	6%
Valley Springs	2	4	6	6%
Ironstone	1	1	2	2%
Jamestown	1	0	1	1%
Avery	1	0	1	1%
Jackson	1	0	1	1%
Other ¹				32%
Note 1: Other category is a combination of nondescript locations like "home".				

Participants who initially answered "yes" to needing rides within Calaveras County were also asked about the purpose of these trips they were unable to make. Fifty-six participants provided answers, with a graphical breakdown of responses provided in (Figure B-10) below. The most common reason for needing a ride was for medical appointments, chosen by 31 participants (38 percent of responses). Shopping was the second most frequent reason, with 15 participants (19 percent of responses), followed by school, selected by 10 participants (12 percent of responses). Additionally, 19 participants (23 percent of responses) chose the "other" category and provided short answers, commonly mentioning social gatherings and destinations in Sonora.



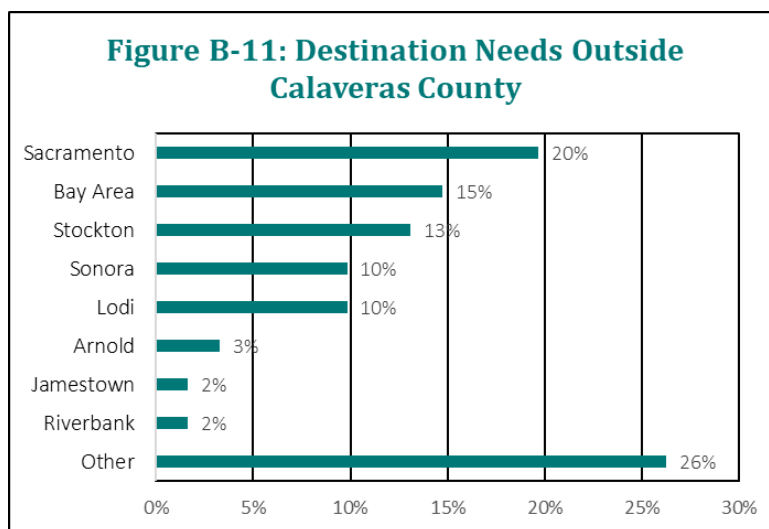
While many of the needed rides are covered by existing Calaveras Connect services, the responses suggest that many residents of smaller communities within the county are unaware of the availability of Direct Connect services, which operate Monday to Friday from 8 AM to 5 PM in almost all Calaveras County communities, including Copperopolis and San Andreas. A key finding from this series of survey questions is the potential need to explore service expansions to Sonora, a destination many participants reported needing to reach for medical appointments. Currently, Direct Connect serves the route from Angels Camp to Sonora only on Fridays, though the trip is possible on other weekdays with multiple transfers.

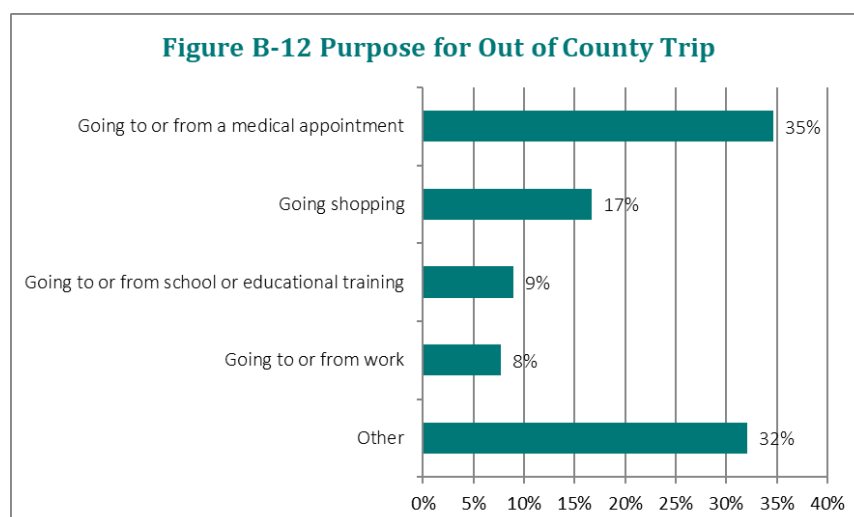
Transit Needs Outside Calaveras County

Participants were asked if they ever needed rides to destinations outside of Calaveras County and were unable to get one. Of the 126 participants who answered, 58 (46 percent) responded "yes." This question was the first in a three-part series for those who initially answered "yes."

The top destinations participants needed to reach outside of Calaveras County included Sacramento, the Bay Area, Stockton, Sonora, and Lodi. A full breakdown of responses is provided in (Figure B-11) below. The most frequently mentioned destination was Sacramento, with 12 participants (20 percent of respondents) primarily needing rides to and from the airport. Destinations within the Bay Area were combined and selected by 9 participants (15 percent of responses). Stockton was reported as a needed destination by 8 participants (13 percent of responses). Both Sonora and Lodi were mentioned by 6 participants each (10 percent of responses).

Participants were then asked about the purpose of their out-of-county trips a breakdown of responses is provided in (Figure B-12) below. Similar to the in-county series of questions, attending medical appointments was the most common reason, cited by 27 participants (35 percent of responses). Shopping was the second most frequent reason, with 13 participants (17 percent of responses). Traveling to work or school were the least frequently selected purposes, each receiving under 10 percent of responses. The "other" category was chosen by 25 participants (32 percent of responses), with common themes including visiting family or traveling for leisure.





Open-Ended Response

Participants were given the opportunity to provide additional comments or suggestions. In total, 45 participants submitted a variety of feedback, with a full listing of comments provided in (Table B-2) below. The comments reveal a mix of appreciation and frustration regarding public transportation services in the rural county. Many participants expressed gratitude for the existing services and the kindness of the drivers. However, there are notable concerns about the availability and accessibility of transportation, especially for the elderly, disabled, and those without personal vehicles. Common requests include more reliable and frequent services, particularly for medical appointments and trips outside the county, as well as the need for insurance-covered non-emergency medical transportation.

Specific needs mentioned include improved service to medical centers such as the new French Camp VA, additional stops, and better infrastructure, such as covered bus stops, particularly at locations like Copper Cove in Copperopolis.

Table 2 - Open Ended Responses

These programs are invaluable, I'm so grateful we have these in our rural county! Also, the drivers are really nice.
I would like to see good transportation for when I can no longer drive some day!
A bus service to the new French camp VA medical center would be a great benefit to the older local veterans. It could be part of the run to the colleges in Stockton.
As above, no taxi/Uber/Lyft in this area that I know of(Copper).
Congressman McClintock is worthless. All the federal infrastructure money available and he does nothing.
Dial a ride would be awesome or shuttle service for events.
Expensive
Happy to pay for service.
Hire specific drivers and ditch the public transit useless!!!!
I am vision impaired.
I can't even get Delivery from Doordash, Walmart, Safeway, etc. out here. Focus on bringing the goods and services TO people. I would venture that your cost to service ratio is upside down & you live off government grants. Your best service is probably helping seniors back & forth from medical appointments.
I feel that public transportation is very important.
I love our Calaveras Connect system and team!
I represent residents who use our pantry who need non-emergency medical transportation. These include both Vets and low income residents who cannot drive and or are disabled. We have about 5 to 10 people that need pick up from home to go to Jackson, Stockton, Sacramento, or San Andreas. Taxi is too expensive. Dial a ride is overcapacity. Silverstreak is discontinued. They also could use a ride share resource. If a rental van is available, can county help volunteer drivers secure that is low cost.
If I lived closer to town, with a convenient pickup area, and if our cars were inoperable, I would reach out.
It takes hours to go from Copperopolis to Sonora because you must go to Angels Camp then to Sonora
Like many live-a-lone seniors, I have trouble finding driver when my medical appointment requires one. They won't accept UBER or cabs and require a friend or relative. Need some kind of door to door service that medical providers will accept. Willing to pay for this driver service.
More stops with San Andreas, and too far to go to bus stop in Avery and there is no park and ride options
Most medical procedures start early in the morning and there are no ride services available for early morning.
My Mom has COPD and can not walk long distances.
Need a school express service
Need information as to transportation from Copperopolis to Columbia College and return.
Need more transportation around calaveras. Willing to pay to be safe but very few options.
Need more transportation since common ground closed they were lifesavers
Need to add a route to copperopolis. Need to go past valley springs, outside of Calaveras.
no
Please bring Uber or Lift to the area
post survey results online ...

Table 2 - Open Ended Responses (Continued)

Senior grocery trips from westpoint
The new stop on Garner is a lifesaver 😊
The one thing for transportation that we need is a dependable ride service that runs at least 5 days a week with a solid schedule running up and down highway 4 from Angels Camp to around Dorrington or Bear Valley. Same on highway 49.
The public transport is not geared or offered specifically for elderly people- they have more challenges than regular riders and these are not often met. There are some riders who make elderly people fearful and have to choose their safety over a ride. It would be nice if you have something specific to elderly people. Not sure why or how could Tuolumne county make the golden year transportation and calaveras county couldn't or didn't when they lost common grounds. It's like area 12 took back the funded that was suppose to be used for calaveras- as Tuolumne county already had dual a ride for elderly people. Calaveras is a very underserved county in our area. It would be nice if county officials and the funding to be utilized for the county and not take by amount facility or agency to implement in their county.
The services we have in the county are not available in Copperopolis except one morning a week with no return time.
transit example i have many appts in Sac nor is there local transit on weekends or after evening
These services are essential to so many who don't have vehicle access. I hope you'll continue to support these programs for all in need.
This town needs to be updated accordingly to other counties
Too far between stops
Trying to schedule a dial a ride to Tuolumne Co on a Friday presented unnecessary scheduling challenges on the part of CC dispatch staff. You can call me to discuss if you wish 209-754-6450 I am a County employee that has reliable transportation but wish to utilize public transportation when possible, and use it often for work purposes.
Very unhappy with the school bus lack of service
was hoping that there would be a shuttle to the Bear Valley music festvile
Water
We have not utilized these services before, but need to for my daughter with school. In addition, my husband is disabled and can't always drive. Usually I can take him places but there are times I can not and would like to understand better how these services could help. In addition, usually he needs to go outside of Calaveras county.
We pay enough taxes! No more public transportation!
While I don't use local transpiration it defies logic that there is no covering for harsh weather, sun or rain, at the bus stop on Copper Cove in Copperopolis. Very thoughtless and irresponsible. Please do better.
Would be nice to have evening service to music in the parks

Appendix C
STAKEHOLDER INTERVIEWS

2024 CALAVERAS CTP STAKEHOLDER QUESTIONS

Karyn Executive Director

Ericka Director of Services – Day Program

Fleet info - 16 vehicles total (6 vans in Amador, 5 vans calaveras, combo wheelchair assist, 1 truck, 3 cars)
5310 Program – 1-2 wheelchair vans per cycle, been awarded traditional and extended operating funds

1. What types of transportation services do you/your organization currently provide? This includes purchasing Calaveras Connect bus passes. Transportation to personal errands, employment, rec = need.
Provide employment support, job coach, day training program, music and hiking, computer cooking life skills classes. 60% of programming is supported by a private fleet.
For transportation: Partnered with Blue Mountain Transit and Calaveras Connect, will buy bus passes, and transit training – Valley Mountain regional center pays to and from their center.
2. Who do you serve? **Adults with developmental disabilities**
3. What do you hear *your clients* needing the most in regards to mobility in the region?
Program participants would like more transportation in evenings and during the weekends. Lack of weekend services limits their employment opportunities.
4. What roadblocks or issues prevent your organization from providing services that meets these needs? (For example: funding, drivers, vehicles, etc.)
 - **Funding and drivers**
5. What do *you* see as the largest transit issue in the region?
 - **Possibility for limiting services would really impact riders**
 - **Funding**
6. What changes in the community and/or developments do you think will impact the need for public transportation in the next five to ten years?
 - **Amador housing projects**
 - **Habitat for Humanity in Angels Camp**
 - **Lack of transportation providers (loss of common grounds for seniors)**
 - **Rolling back of covid money**
7. Do you see opportunities for coordination with other human service agencies or public transit operators?
 - Any duplication in services?
 - **None observed – first checking public transit before supplying**
 - Potential for scheduling coordination?
 - Potential to share vehicles? Drivers? Volunteers?
 - **Explored sharing but had some prohibitive insurance issues (volunteer program)**
 - **Can't mix rides since folks need to be background-checked**

- Shared maintenance has also been explored with public transit but no capacity from public transit to service their vehicles.
 - How do you inform other agencies of changes at your organization (as applicable)?
 - SSTAC, social media, website, phone calls.
8. Have you used FTA 5310 funds to purchase a vehicle or fund some of your services? Is this something that would help your organization?
- They have received 5310 grant funding to aid in the Amador Rides Volunteer program.
9. Do you have anything you wish to add?
- Amador County Senior Center has been discussion about how to better provide services since Commons Grounds has ceased operations.

2024 CALAVERAS CTP STAKEHOLDER QUESTIONS

8/7/2024 A12AA Chris McCoy and Kristin Millhoff

1. What types of transportation services do you/your organization currently provide? This includes purchasing Calaveras Connect bus passes.
 - 3B funding source transportation
 - Working on a voucher program for transit to serve Calaveras County residents
2. Who do you serve? 65 and older
 - Aging disability program
 - INA (information and assistance) Program
 - Aging in Place program – helping folks stay in their homes with home improvements
3. What do you hear *your clients* needing the most in regards to mobility in the region?
 - Transportation to medical appts in adjacent counties (Tuolumne and Amador)
 - Transportation within Calaveras – Calaveras Connect can be unreliable (lack of availability due to driver shortages or lack of vehicles.)
 - Challenging to make the 1st-mile connection to local transit – need smaller vehicles to navigate rural roads
4. What roadblocks or issues prevent your organization from providing services that meets these needs? (For example: funding, drivers, vehicles, etc.)
5. What do *you* see as the largest transit issue in the region?
 - Staffing and drivers
6. What changes in the community and/or developments do you think will impact the need for public transportation in the next five to ten years?
 - Population aging and increasing needs
7. Do you see opportunities for coordination with other human service agencies or public transit operators?
 - Any duplication in services? **No dupes**
 - Potential for scheduling coordination? **These is a lack of services overall – very dependent on county governments**
 - Due to hardships in fundraising and start-up costs.
 - Lack of community support
 - Potential to share vehicles? Drivers? Volunteers?
 - How do you inform other agencies of changes at your organization (as applicable)?
 - Facebook, public presentations, calls
8. Have you used FTA 5310 funds to purchase a vehicle or fund some of your services? Is this something that would help your organization?
 - Older Americans Act
 - State General Funds
9. Do you have anything you wish to add?
 - Building more community, smaller vehicles, new businesses/nonprofits

2024 CALAVERAS CTP STAKEHOLDER QUESTIONS

Amador Transit Interview – April Miller

1. What types of transportation services do you/your organization currently provide? This includes purchasing Calaveras Connect bus passes. Public transportation service in Amador County.
2. Who do you serve? The general public and DAR?
3. What do you hear *your clients* needing the most in regards to mobility in the region?
 - Large challenges around 2019 changes to services (reductions in service for early and late services).
 - Unmet needs typically include residents in Camanche and Volcano (no DAR either) needing service.
 - Gaps left behind from Common Grounds ceasing operations.
4. What roadblocks or issues prevent your organization from providing services that meets these needs? (For example: funding, drivers, vehicles, etc.)
 - Unmet needs “reasonable to meet” language is very specific.
 - Funding – Transit is not prioritized politically over streets and roads.
5. What do *you* see as the largest transit issue in the region?
 - Long route runs (1 hr 40 min) and not enough routes
 - Lack of community support
6. What changes in the community and/or developments do you think will impact the need for public transportation in the next five to ten years?
 - Aging population
 - Amador County recently adopted a housing element
7. Do you see opportunities for coordination with other human service agencies or public transit operators?
 - Any duplication in services?
 - Potential for scheduling coordination?
 - Potential to share vehicles? Drivers? Volunteers?
 - How do you inform other agencies of changes at your organization (as applicable)?
 - Radio ads (KVGC), submit ads to local newspaper (Amador Ledger), Cabletime ads, promos (Halloween costume ride free, earth day, etc), Facebook, Twitter (X), Instagram, Venmo
8. Have you used FTA 5310 funds to purchase a vehicle or fund some of your services? Is this something that would help your organization?
 - Apply annually (5310 and 5311)
 - Purely operating assistance: TripSpark, Trillium, pays for Transportation Planner Salaries, marketing costs, DAR fuel
 - FTA 5339 is used for vehicles (4 new vehicles)
 - State of Good Repair van
 - LCTOP is used for DAR service area expansion

9. How would you like to continue partnering with Calaveras County in the future?
- Continued participation in coordinating medical services
 - Connectivity between the two routes (students and seniors)
 - Special needs day programs – intercounty services
 - Working together as a tri-county region.
10. Do you have anything you wish to add?

2024 CALAVERAS CTP STAKEHOLDER QUESTIONS

Calaveras County, Health and Human Services – Jessica Wharregard

1. What types of transportation services do you/your organization currently provide? This includes purchasing Calaveras Connect bus passes.
 - Health and Human Services – provides monthly and one way passes to eligible (unemployment (CalWORKs clients), court orders)
 - Mileage reimbursement programs to clients in the instance that Public Transit doesn't work for them.
2. Who do you serve?
 - Those looking for employment, children of people needing childcare for work
3. What do you hear *your clients* needing the most in regards to mobility in the region?
 - Copperopolis, Railroad Flat, Arnold – seeking affordable housing
 - Hard to pre-plan a trip
4. What roadblocks or issues prevent your organization from providing services that meets these needs? (For example: funding, drivers, vehicles, etc.)
 - Serving as a hub for information – keeping up to date on transportation services
 - Some communication breakdowns in timing/scheduling
 - First-hand experience in trying to schedule a ride
5. What do *you* see as the largest transit issue in the region?
 - County is large, and too expensive to run buses consistently enough to be effective.
 - Sonora service is only offered on Fridays – not effective
6. What changes in the community and/or developments do you think will impact the need for public transportation in the next five to ten years?
 - Housing growth in Calaveras County – Updated to Housing Element
 - Affordable housing to be placed along existing transportation/hub areas.
7. Do you see opportunities for coordination with other human service agencies or public transit operators?
 - Any duplication in services? No
 - Potential for scheduling coordination?
 - Would appreciate better communication between dispatchers and people
 - Staff should be reminded to be flexible and open minded in providing services to people on the way...
 - Potential to share vehicles? Drivers? Volunteers?
 - How do you inform other agencies of changes at your organization (as applicable)?
8. Have you used FTA 5310 funds to purchase a vehicle or fund some of your services? Is this something that would help your organization?
 - No
9. Do you have anything you wish to add?
 - In a perfect world, there would be routine fixed route service in all areas of the county (4x a day).

2024 CALAVERAS CTP STAKEHOLDER QUESTIONS

Disability Resources Agency for Independent Living (DRAIL) – Kholoud Rashid

1. What types of transportation services do you/your organization currently provide? This includes purchasing Calaveras Connect bus passes.
 - Provide transportation services in Modesto only.
 - Independent living skill training (resumes, meal prep, time management)
 - Ticket to Work Program – Special training around what their rights are within social security
 - Housing referrals
 - Peer support
 - Area 12 Agency of Aging referrals
 - Provide backup battery
2. Who do you serve?
 - All ages with disabilities (dept of rehab)
 - 1 of 28 offices in CA
3. What do you hear *your clients* needing the most in regards to mobility in the region?
 - Leaving the County for medical care
 - Need to be more knowledgeable on transportation services (training opportunities)
4. What roadblocks or issues prevent your organization from providing services that meets these needs? (For example: funding, drivers, vehicles, etc.)
 - As transportation isn't a core service, it has not been explored to provide those services.
5. What do *you* see as the largest transit issue in the region?
 - Lack of resources (funding, employees, interest in transportation)
6. What changes in the community and/or developments do you think will impact the need for public transportation in the next five to ten years?
 - Increases in the elderly population
 - An aversion to accept disability/losing access to their own vehicle
7. Do you see opportunities for coordination with other human service agencies or public transit operators?
 - Any duplication in services? N/A
 - Potential for scheduling coordination? N/A
 - Potential to share vehicles? Drivers? Volunteers? N/A
 - How do you inform other agencies of changes at your organization (as applicable)? N/A
8. Have you used FTA 5310 funds to purchase a vehicle or fund some of your services? Is this something that would help your organization? N/A
9. Do you have anything you wish to add?
 - Would like to be included on Amador SSTAC
 - Send transportation acronym guide

2024 CALAVERAS CTP STAKEHOLDER QUESTIONS

Tuolumne Transit – Tim Gillespie

1. What types of transportation services do you/your organization currently provide? This includes purchasing Calaveras Connect bus passes.
 - Public transportation service – Route 1 is hourly
 - Reinstating route Jamestown apartments fixed route (Chicken Ranch)
2. Who do you serve? Public fixed route as well as DAR/Paratransit
3. What do you hear *your clients* needing the most in regards to mobility in the region?
 - Don Pedro service (DAR or Fixed Route)
 - Connections/coordination with WAVE (Groveland)
 - Modesto trips (Doctors and VA)
 - Requests of how to get to Sacramento
 - People wanting to see real-time info
 - On Demand
4. What roadblocks or issues prevent your organization from providing services that meets these needs? (For example: funding, drivers, vehicles, etc.)
 - Technology
 - Funding
5. What do *you* see as the largest transit issue in the region?
 - Intercounty travel connections
 - Modesto routes
 - Providing more DAR services
 - Younger ridership
6. What changes in the community and/or developments do you think will impact the need for public transportation in the next five to ten years?
 - There are planned developments happening (Twain Harte housing)
 - Chicken Ranch jobs
7. Do you see opportunities for coordination with other human service agencies or public transit operators?
 - Any duplication in services?
 - Potential for scheduling coordination?
 - Potential to share vehicles? Drivers? Volunteers?
 - How do you inform other agencies of changes at your organization (as applicable)?
8. Have you used FTA 5310 funds to purchase a vehicle or fund some of your services? Is this something that would help your organization?
 - FTA 5310 funding goes to transit operations, operating assistance (WAVE Bus) LCTOP for free fares, 5311, SB 125 – Transit Operations and Hydrogen Facility, Area 12 – Golden Years buses (Tuolumne)
9. Do you have anything you wish to add?
 - There are changes happening to the schedule – Will keep in touch with updates.
 - 7:40 AM, 10:40 AM, 2:40 PM
 - Dial a Ride from Tuolumne Transit can be booked
 - Potential to serve Sonora directly
 - Currently using VIA