

2025 Short Range Transit Plan



Calaveras Council
of Governments



Calaveras County 2025 Short Range Transit Plan

Technical Memorandum One

Prepared for the
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INTRODUCTION

Mobility is an essential issue influencing the economy, environment, and overall well-being across a region. Calaveras County is large, mountainous, rural, and sparsely populated, making mobility a distinct challenge for local residents. Public transit plays a significant role in helping residents and visitors travel throughout the county. The Calaveras Transit Agency (CTA) is the primary public transit provider serving Calaveras County, operating both intercity fixed routes and demand response services.



The Calaveras Council of Governments (CCOG) has retained LSC Transportation Consultants, Inc., to prepare an update to the Calaveras County Short Range Transit Plan (SRTP). The SRTP is a business plan for the transit agency. The document will provide guidance for CTA and decision-makers as how to improve the efficiency of the transit system and better meet the needs of Calaveras County residents and visitors over the next five years.

This first Technical Memorandum (Tech Memo One) reviews the factors influencing transit demand in the county, including current and future demographic conditions and the recent operating history of public transit services. The findings of Tech Memo One will be used as a foundation against which potential service alternatives and improvements will be evaluated in subsequent Technical Memoranda. Eventually, all Tech Memos will be compiled into the Short Range Transit Plan.

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STUDY AREA CHARACTERISTICS

STUDY AREA

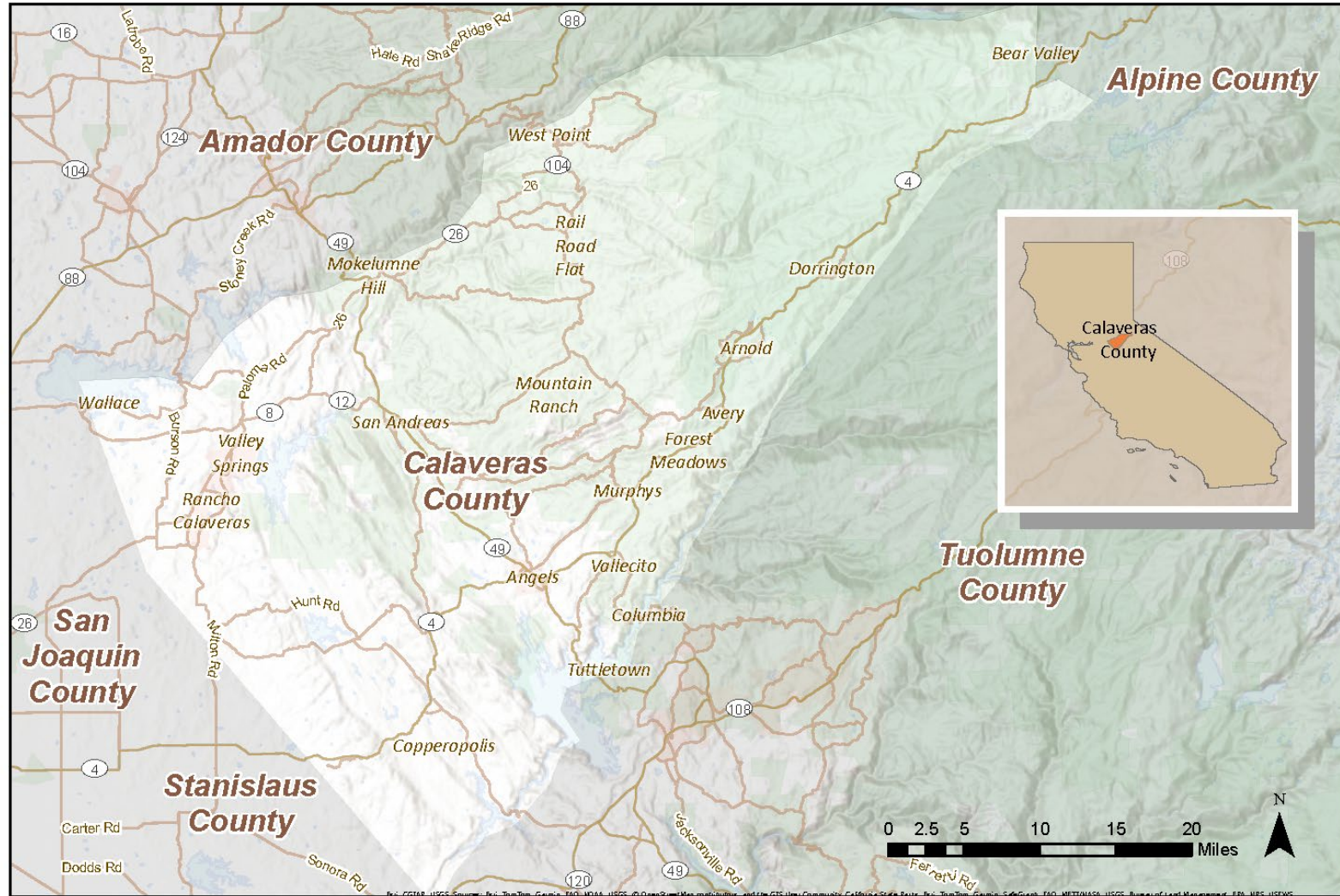
Calaveras County lies in the heart of California's Gold Country, bordered by Amador County to the north, Alpine County to the east, Tuolumne County to the south, and San Joaquin and Stanislaus County to the west. Calaveras County lies along the western slope of the Sierra Nevada range, stretching from 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. While expansive in size at 1,020 square miles, Calaveras County is home to 44,722 residents, per Department of Finance 2025 estimates. This results in a population density of only 44 people per square mile.

There is one incorporated city in Calaveras County, the City of Angels (Angels Camp) and 23 census-designated places (CDPs). Rancho Calaveras, located in the western portion of the county near the border with San Joaquin County, is the largest community and is home to about 14.4 percent of the county population. San Andreas, near the center of the county, is the county seat and the base for Calaveras Connect services. There is one federally registered tribal nation within Calaveras County: the California Valley Miwok Tribe, aka Sheep Ranch Rancheria of Me-Wuk Indians of California, whose tribal lands are located near the center of the county, north of Murphys.

Figure 1 shows the study area and important roadways. State Route (SR) 49 is the major north-south roadway for the region, connecting Calaveras County to Tuolumne County, including the City of Sonora to the south, and Amador County, including the City of Jackson, to the north. SR 4 in the south of the county and SR 26 in the north of the county are the major east-west roadways for the region, connecting to San Joaquin County, including the City of Stockton to the west. In the east, SR 4 connects to Bear Valley Resort, a major regional employer just over the county line in neighboring Alpine County, although this roadway is closed just past the resort most years between November and June due to snow over the high mountain pass.



Figure 1
Calaveras County Map



POPULATION CHARACTERISTICS

Historic and Projected Population

It is important when planning transit services to not only consider current characteristics of the population living in the service area but also how the population will likely change with time. Historical population information for Calaveras County, sourced from the American Community Survey (ACS), is shown in Table 1. From 2010 to 2023, the Calaveras County population has remained constant. This trend is similar to the State of California which saw a population growth of 0.4 percent per year over the 13-year period. Some CDPs within the county, including Mokelumne Hill, Rail Road Flat, and Vallecito, have experienced population growth in recent years, while some, including Avery and Valley Springs, have experienced population decline.

Population projections by age category for Calaveras County, based on data from the US Census Bureau and the California Department of Finance (DOF) show that while Calaveras County's overall population is expected to decline in upcoming decades, the average age of residents is predicted to increase. (Table 2).

Highlights of projected changes expected between 2020 and 2040 include:

- Calaveras County's population is expected to decline by 9 percent.
- The number of children under the age of 18 is expected to decrease by 7 percent.
- The number of college-aged adults (18 to 24) is expected to increase by 11 percent.
- The number of traditional working-age adults (25 to 64) is expected to decrease by 21 percent.
- The largest expected decrease (-43 percent) is in young retirees (65 to 74).
- The number of mature retirees (75-84) is expected to increase by 46 percent.
- The older senior population (85 and older) will experience significant growth, with an expected increase of 183 percent. This growth will result in the population of older seniors living in Calaveras County in 2040 being more than two times that in 2020. This age group will be the most likely to become transit-dependent.

Overall, the population forecast for Calaveras County reveals how the population will age in the coming years. While the total number of those 65 and older is expected to increase slightly (8 percent) between 2020 and 2040, the significant increase in those 85 and older is likely to result in increased demand for public transit. New or expanded transit services should focus on meeting the needs of the growing senior population. Examples of transit services popular among seniors are demand response, paratransit, or non-emergency medical transportation programs. To complicate matters, Calaveras County has limited healthcare services, and many transit-dependent individuals will require transit to healthcare services outside of the County.

Table 1: Historic and Current Population

	2010		2015		2020		2023	
	Population	% Annual Change	Population	% Annual Change	Population	% Annual Change	Population	% Annual Change
Calaveras County	45,994	--	44,767	-0.5%	45,828	0.5%	45,995	0.1%
Angels Camp	3,790	--	3,753	-0.2%	3,889	0.7%	3,721	-1.5%
Arnold	3,439	--	2,554	-5.8%	2,099	-3.8%	2,276	2.7%
Avery	381	--	622	10.3%	444	-6.5%	199	-23.5%
Campo Seco ¹	--	--	--	--	--	--	0	--
Copperopolis	4,021	--	4,396	1.8%	3566	-4.1%	4644	9.2%
Dorrington	574	--	286	-13.0%	407	7.3%	512	8.0%
Douglas Flat ¹	--	--	--	--	--	--	187	--
Forest Meadows	1,551	--	1,568	0.2%	1,324	-3.3%	1,485	3.9%
Glencoe ¹	--	--	--	--	--	--	333	--
Hathaway Pines ¹	--	--	--	--	--	--	204	--
Mokelumne Hill	736	--	719	-0.5%	484	-7.6%	1,049	29.4%
Mountain Ranch	1,462	--	1,378	-1.2%	318	-25.4%	310	-0.8%
Murphys	2,325	--	2091	-2.1%	1944	-1.4%	1,821	-2.2%
Paloma ¹	--	--	--	--	--	--	448	--
Rail Road Flat	292	--	349	3.6%	97	-22.6%	696	92.9%
Rancho Calaveras	6,191	--	6,023	-0.5%	6,310	0.9%	6,619	1.6%
San Andreas	2,708	--	2,706	0.0%	3729	6.6%	2,884	-8.2%
Sheep Ranch ¹	538	--	--	--	--	--	0	--
Vallecito	538	--	482	-2.2%	132	-22.8%	535	59.4%
Valley Springs	4,031	--	3,321	-3.8%	3,890	3.2%	972	-37.0%
Wallace	160	--	877	40.5%	721	-3.8%	743	1.0%
West Point	852	--	628	-5.9%	640	0.4%	642	0.1%
Wilseyville ¹	--	--	--	--	--	--	696	--
Balance of the County	12,405	--	13,014	1.0%	15,834	4.0%	15,019	-1.1%
State of California	37,253,956	--	38,865,532	0.9%	39,538,223	0.3%	39,242,785	-0.2%

Source: American Community Survey: S0101 2023 5 Year Estimates
Note 1: Established as a Census Designated Place in 2023

Table 2: Population Projections by Age Category

Year	Total (All Ages)	School Age to				Young Retirees (65-74 years)	Mature Retirees (75-84 years)	Older Seniors (85 or older)
		Preschool (0-4 years)	Young Adult (5-17 years)	College Age (18-24 years)	Working Age (25-64 years)			
2010	45,994	1,886	7,313	2,898	24,607	5,427	2,576	1,242
2020	45,828	1,904	5,714	2,843	22,527	7,650	3,834	1,356
2030	43,485	1,827	5,424	3,353	17,793	6,934	6,020	2,134
2040	41,901	2,003	5,118	3,147	17,827	4,363	5,600	3,843
2010 to 2020 Change								
Number	-166	18	-1,599	-55	-2,080	2,223	1,258	114
Percent	-0.4%	1.0%	-21.9%	-1.9%	-8.5%	41.0%	48.9%	9.2%
2020 to 2030 Change								
Number	-2,343	-77	-290	510	-4,734	-716	2,186	778
Percent	-5.1%	-4.0%	-5.1%	17.9%	-21.0%	-9.4%	57.0%	57.4%
2030 to 2040 Change								
Number	-1,584	176	-306	-206	34	-2,571	-420	1,709
Percent	-3.6%	9.6%	-5.6%	-6.1%	0.2%	-37.1%	-7.0%	80.1%

Sources: American Community Survey, California Department of Finance. Report P-2B: Population Projections by Individual Year of Age, 2020-2060, California Counties

Transit-Dependent Population

Transit services are often designed to best meet the needs of those most reliant on public transit. Potentially transit-dependent people within a region are typically considered to be youths, senior adults, people living with a disability, low-income people, and people who live in households with no vehicle available. These groups are all less likely to be able to drive their own personal vehicles and, therefore, more likely to rely on transit to get where they need to go.

Demographic data about where potentially transit-dependent people live within Calaveras County is shown in Table 3 at the census tract level, with detailed figures depicting this data included in Appendix A. It should be noted that the demographic groups considered to be transit-dependent are not exclusive from each other and some people may fall into more than one category. Despite some double counting, the data is still valuable in showing where larger concentrations of transit-dependent residents live.

Highlights from Table 3 include:

- About one in five Calaveras County residents (17 percent or 7,768 people) are estimated to be **youth** (children younger than 18), which is slightly below that of California (22 percent). Valley Springs and South Camanche Shore have the highest concentration of youth, with 16.2 percent of County youth living in Census Tract 2.21 (6,607 children). Milton and Rancho Calaveras (Census Tract 2.2) are a close second, with 14.1 percent of the County youth (1,092 people).
- **Seniors** over the age of 65 represent 29 percent of the total Calaveras County population (13,220 people), which is a greater proportion than the State of California (15 percent). Census Tract 2.21 (including Valley Springs and South Camanche Shore) has the largest senior population with 16.2 percent of seniors in the County (1,260 people).
- It is estimated that **people living with a disability** account for 21 percent of Calaveras County residents (9,621 people) based on the definition used by the US Census Bureau. This is a significantly higher percentage than the State of California (11 percent). Census Tract 2.21, including Valley Springs and South Camanche Shore, is home to the highest proportion of the County disabled population (17.3 percent or 1,664 people).
- As defined by the US Census Bureau, 13 percent of Calaveras County residents are **people with incomes below the federal poverty level** (6,083 people). This is slightly higher rate than the State of California (12 percent). Rail Road Flat, West Point, and Wilseyville (Census Tract 4) have the highest proportion of low-income people in the County (18.3 percent or 1,111 people). Census Tract 3.1 (San Andreas, Mokelumne Hill, and Happy Valley) also has a high proportion of low-income individuals (15.2 percent or 924 people).
- The US Census Bureau estimates that only 2 percent or 389 households in Calaveras County are **zero-vehicle households**. This is much lower than California as a whole (7 percent). According to the data, 38.6 percent (150 households) of the 389 zero-vehicle households in the County are located in Census Tracts 1.21 and 1.22 which includes Altaville, Angels Camp, Murphys, Vallecito, and Douglas Flat. This may be due in part that these communities are along the Red Line, Calaveras Connect's primary fixed route.

Table 3: Calaveras County 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	4,534	1,056	13.6%	1,354	10.2%	849	8.8%	502	8.3%	1,869	11%	69	17.7%
1.22	Murphys, Vallecito, Douglas Flat	3,176	360	4.6%	1,169	8.8%	777	8.1%	315	5.2%	1,553	9%	81	20.8%
1.23	Copper Cove Subdivision	3,323	610	7.9%	677	5.1%	401	4.2%	85	1.4%	1,177	7%	32	8.2%
1.24	Milton, Copperopolis, Copper Cove Village	2,006	324	4.2%	743	5.6%	353	3.7%	217	3.6%	838	5%	27	6.9%
2.2	Milton, Rancho Calaveras	5,811	1,092	14.1%	1,046	7.9%	914	9.5%	878	14.4%	1,938	11%	25	6.4%
2.21	Valley Springs, South Camanche Shore	6,607	1,260	16.2%	1,833	13.9%	1,664	17.3%	682	11.2%	2,187	13%	21	5.4%
2.22	Rancho Calaveras, Mother Lode Acres	3,593	603	7.8%	860	6.5%	715	7.4%	169	2.8%	1,405	8%	7	1.8%
3.01	San Andreas, Mokelumne Hill, Happy Valley	4,420	872	11.2%	1,397	10.6%	1,053	10.9%	924	15.2%	1,854	11%	15	3.9%
3.02	Oak Park Estates, Calaveritas, Mountain Ranch, Sheep Ranch	3,265	269	3.5%	1,202	9.1%	945	9.8%	756	12.4%	1,159	7%	0	0.0%
4	Rail Road Flat, West Point, Wilseyville	4,319	655	8.4%	1,052	8.0%	1,231	12.8%	1,111	18.3%	1,570	9%	57	14.7%
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	2,822	426	5.5%	985	7.5%	356	3.7%	245	4.0%	1,282	7%	0	0.0%
5.04	White Pines, Arnold, Dorrington, Cottage Springs, Tamarack, Tamarack Springs, Sky High	625	42	0.5%	253	1.9%	168	1.7%	61	1.0%	309	2%	25	6.4%
5.05	Arnold	965	121	1.6%	443	3.4%	148	1.5%	125	2.1%	480	3%	17	4.4%
5.06	Pinebrook, Mountain Retreat, Blue Lake Springs, Lakeside Terrace, Avery, Fly-In Acres, McKay	529	78	1.0%	206	1.6%	47	0.5%	13	0.2%	276	2%	13	3.3%
County Total		45,995	7,768	17%	13,220	29%	9,621	21%	6,083	13%	17,198	-	389	2%
California		39,242,785	8,729,012	22%	5,994,486	15%	4,364,431	11%	4,610,600	12%	13,434,847	-	939,021	7%
<i>Source: American Community Survey 2023 5-Year Estimates</i> X% = (bolded) tracts with the highest percentage of population type.														

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 when all five potentially transit-dependent groups are considered. The TNI provides a high-level overview of how transit-dependent residents (the subgroups discussed above) are distributed across Calaveras County and where additional or expanded transportation services may be most warranted. The Calaveras County TNI is shown in Table 4 and Figure 2.

To develop the TNI, the first step was to calculate the concentration of each transit-dependent population in each census tract. For example: youths per square mile in Altaville/Angels Camp. 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 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.

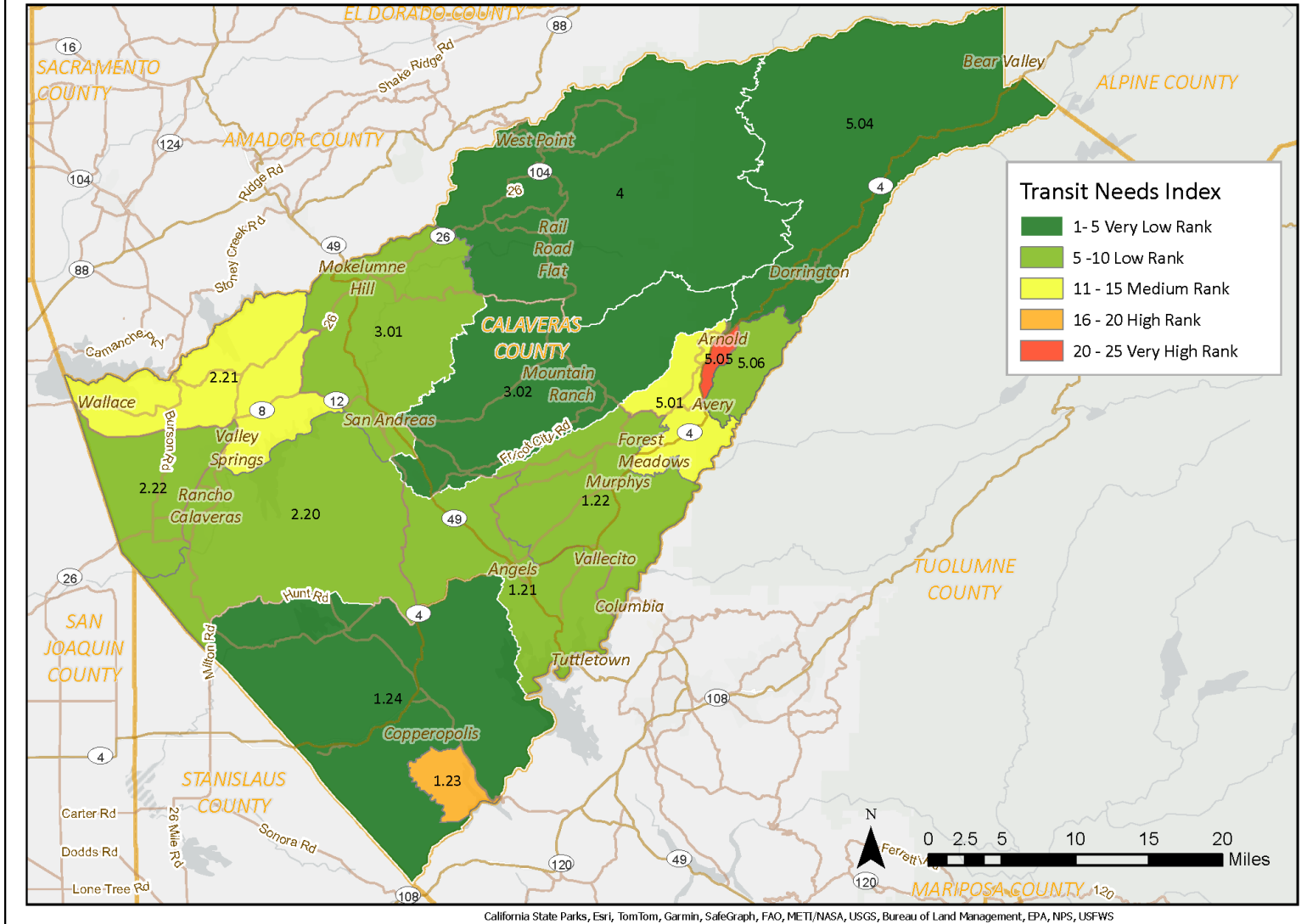
The two communities with the highest TNI ranks, and therefore the greatest assumed need for transportation services, are the communities within Census Tract 5.05 and Census Tract 1.23. These areas include the communities of Arnold and Copper Cove Subdivision. Other communities that the TNI suggests have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

It is important to note, however, that the total number of transit-dependent people presented in Table 3 also needs to be considered when determining areas of high transit need, as most of a census tract's population resides in concentrated community centers. The study team amended the size of each census tract to remove the approximate area covered by forest or water for the purposes of TNI calculation, as these areas are not habitable; however, this does not account for all agricultural land.

Table 4: Calaveras County Transit Needs Index

						Legend	
						1	Very Low Rank
						2	Low Rank
						3	Medium Rank
						4	High Rank
						5	Very High Rank
						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	1	2	2	2	9
1.22	Murphys, Vallecito, Douglas Flat	1	1	2	1	2	7
1.23	Copper Cove Subdivision	5	3	5	2	4	19
1.24	Milton, Copperopolis, Copper Cove Village	1	1	1	1	1	5
2.2	Milton, Rancho Calaveras	1	1	1	2	1	6
2.21	Valley Springs, South Camanche Shore	2	2	4	2	1	11
2.22	Rancho Calaveras, Mother Lode Acres	2	1	2	1	1	7
3.01	San Andreas, Mokelumne Hill, Happy Valley	1	1	2	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 Pines, Hathaway Mountain Pines, Avery, Ebbetts Pass Highlands, Lakemont Pines, Meadowmont, Arnold, Forest Meadows, Red Apple, Indian Hills	3	3	3	3	1	13
5.04	White Pines, Arnold, Dorrington, Cottage Springs, Tamarack, Tamarack Springs, Sky High	1	1	1	1	1	5
5.05	Arnold	3	5	5	5	5	23
5.06	Pinebrook, Mountain Retreat, Blue Lake Springs, Lakeside Terrace, Avery, Fly-In Acres, McKay	1	1	1	1	2	6
Source: LSC Transportation Consultants, Inc.							

Figure 2
Transit Needs Index



EMPLOYMENT AND ECONOMY

For many systems, some of the most regular transit riders are those who rely on the bus for commuting to and from work.

Top Employers

Calaveras County's largest employers, according to the California Employment Development Department (2024), are shown in Table 5. As shown, the highest concentration of jobs within Calaveras County are in the communities of San Andreas and Angels Camp.

Table 5: Major Employers in the Calaveras Region			
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
Rite of Passage Inc	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 May 2025.			

Commute Patterns

Table 6 shows where Calaveras County residents work and where those employed in Calaveras County live, according to the US Census Bureau Longitudinal Employer-Household Dynamics (LEHD) Database for 2022. The majority of Calaveras County jobs are held by county residents (50.1 percent), with most jobs being held by people who live in Rancho Calaveras (7.5 percent). The top out-of-county locations Calaveras County workers are commuting from are Tuolumne (10.8 percent) and San Joaquin Counties (6.2 percent). Roughly 20 percent of Calaveras County residents also hold jobs within the county. San Andreas is the top place where work is found, along with Stockton in neighboring San Joaquin County each employing 5 percent of Calaveras County working residents.

This dataset does not indicate whether or not a job is held by a remote worker. Despite the data not clarifying who works in-person or remotely, most of this information can be logically assumed. For instance, most of Calaveras County residents holding jobs that are technically located in Alameda or Contra Costa County are likely working remotely or in a hybrid format. Even with these caveats, the LEHD data still provides useful information about common commute patterns that could potentially be served by transit. According to 2023 American Community Survey 5-Year Estimates, less than one percent of Calaveras County residents utilize public transportation to access employment, with 74 percent of residents driving alone to work and 7 percent carpooling. This indicates that new transit services or robust transit marketing would likely be needed to encourage workers to choose transit for commuting.

SCHOOL TRANSPORTATION

Increasingly, public school districts faced with bus driver shortages and financial shortfalls are cutting back on transportation services for students. Calaveras Unified School District is no exception with a lack of drivers leading to the cancelation of three school bus routes in September 2024. Some outlying areas, such as Valley Springs, are no longer served by “yellow bus” service. The *Calaveras Coordinated Public Transit Human Service Transportation Plan* (2024) identified student trip needs as a gap in service and identified increased Calaveras Connect and Calaveras Unified School District coordination as a recommended strategy.

RECENT PLANNING STUDIES

Recently completed plans related to the SRTP effort include local studies related to land use such as the *Calaveras County General Plan*, *Calaveras County Housing Element*, and transportation-specific plans, including the previous *Calaveras County SRTP* (2021), *Calaveras County Triennial Performance Audit* (TPA) (2024), *Calaveras County Coordinated Transportation Plan* (CTP) (2024), *Calaveras Regional Transportation Plan* (RTP) (2025), and *Calaveras Transit Agency (CTA) Zero Emission Bus (ZEB) Rollout Plan* (2023). These studies were reviewed while updating the SRTP to ensure the final five-year plan aligns with the work of these other studies. A review of relevant planning documents is provided in Appendix B.

**Table 6: Calaveras County Local and Regional Commute Patterns
2022**

Where Employees In Calaveras County Commute From					
Counties	# of Jobs	% of Total	Cities/Towns	# of Jobs	% of Total
Calaveras County	5,105	50.1%	Rancho Calaveras, CA	760	7.5%
Tuolumne County	776	7.6%	Copperopolis, CA	70	0.7%
San Joaquin County	628	6.2%	Angles Camp, CA	60	0.6%
Amador County	522	5.1%	Murphys, CA	50	0.5%
Sacramento County	476	4.7%	Arnold, CA	35	0.3%
Stanislaus County	576	5.7%	San Andreas, CA	32	0.3%
El Dorado County	251	2.5%	Stockton, CA	29	0.3%
Placer County	190	1.9%	Forest Meadows, CA	28	0.3%
All Other Locations	1,668	16.4%	All Other Locations	9,128	89.6%
Total Number of Jobs	10,192		Total Number of Jobs	10,192	
Where Calaveras County Residents Work and Commute to					
Counties	# of Jobs	% of Total	Cities and Towns	# of Jobs	% of Total
Calaveras County	5,105	20.8%	San Andreas, CA	1,221	5.0%
San Joaquin County	2,638	10.8%	Stockton, CA	1,217	5.0%
Sacramento County	2,120	8.7%	Sacramento, CA	866	3.5%
Alameda County	1,762	7.2%	Angels Camp, CA	762	3.1%
Santa Clara County	1,559	6.4%	San Jose CA	740	3.0%
Stanislaus County	1,075	4.4%	San Fransisco, CA	676	2.8%
Contra Costa County	1,061	4.3%	Modesto, CA	444	1.8%
Amador County	883	3.6%	Murphys, CA	411	1.7%
All Other Locations	8,301	33.9%	All Other Locations	18,167	74.1%
Total Number of Jobs	24,504		Total Number of Jobs	24,504	
Source: US Census Bureau LEHD Database, 2022					
Note: Bold text indicates locations within Calaveras County.					

OVERVIEW OF EXISTING TRANSIT SERVICES

INTRODUCTION

This chapter provides a brief overview of existing transportation services in Calaveras County, focusing primarily on the one public transit provider, the Calaveras Transit Agency.

CALAVERAS TRANSIT AGENCY

Administration and Management

The Calaveras Transit Agency (CTA) is the result of a Joint Powers Agreement (JPA) between the County of Calaveras and the City of Angels Camp in 2018. Previously Calaveras Stagecoach, CTA transit services, were rebranded as Calaveras Connect in 2019. CTA shares a board and staff with Calaveras Council of Governments (CCOG), the latter defined by a contract agreement for transit staff services. A private transportation company, Paratransit Services, is contracted to provide all the drivers, dispatchers, mechanics, and other staff necessary for the operation and management of Calaveras Connect. CTA is the sole public transportation provider serving Calaveras County.



Calaveras Connect Fixed Routes

Calaveras Connect operates three deviated fixed routes within the County (Figure 3) with one route connecting to Tuolumne County. Figure 4 shows a detail of fixed route services and popular activity centers in San Andreas and Angels Camp. Table 7 provides a summary of Calaveras Connect offerings, including fixed route services. A more detailed list of activity centers throughout the County is provided in Appendix C.

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. Three buses are typically in service at one time to keep headways for any given stop between an hour and an hour and twenty minutes.

Saturday Hopper

This deviated 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.

Figure 3

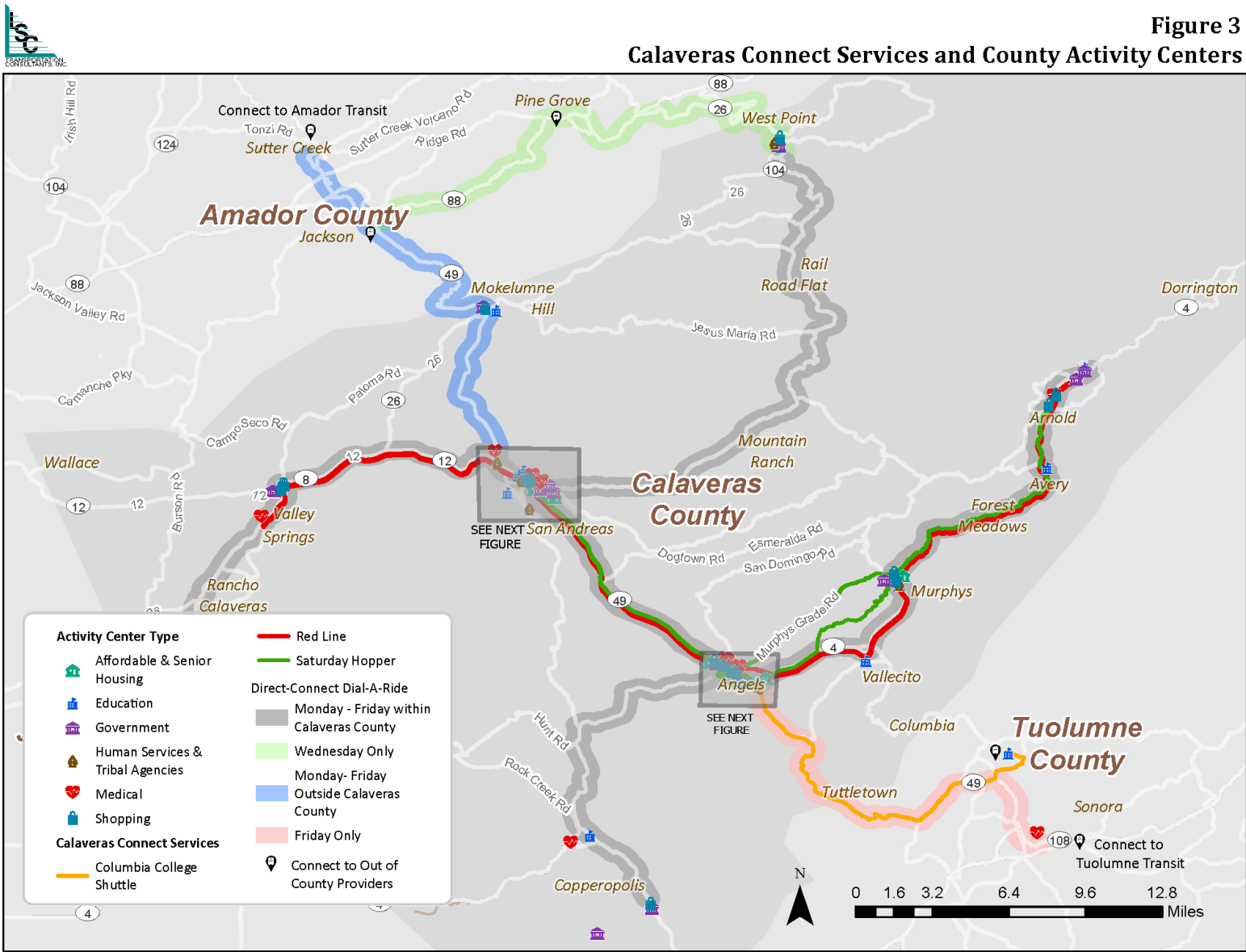


Figure 4
Activity Centers - San Andreas and Angel's Camp

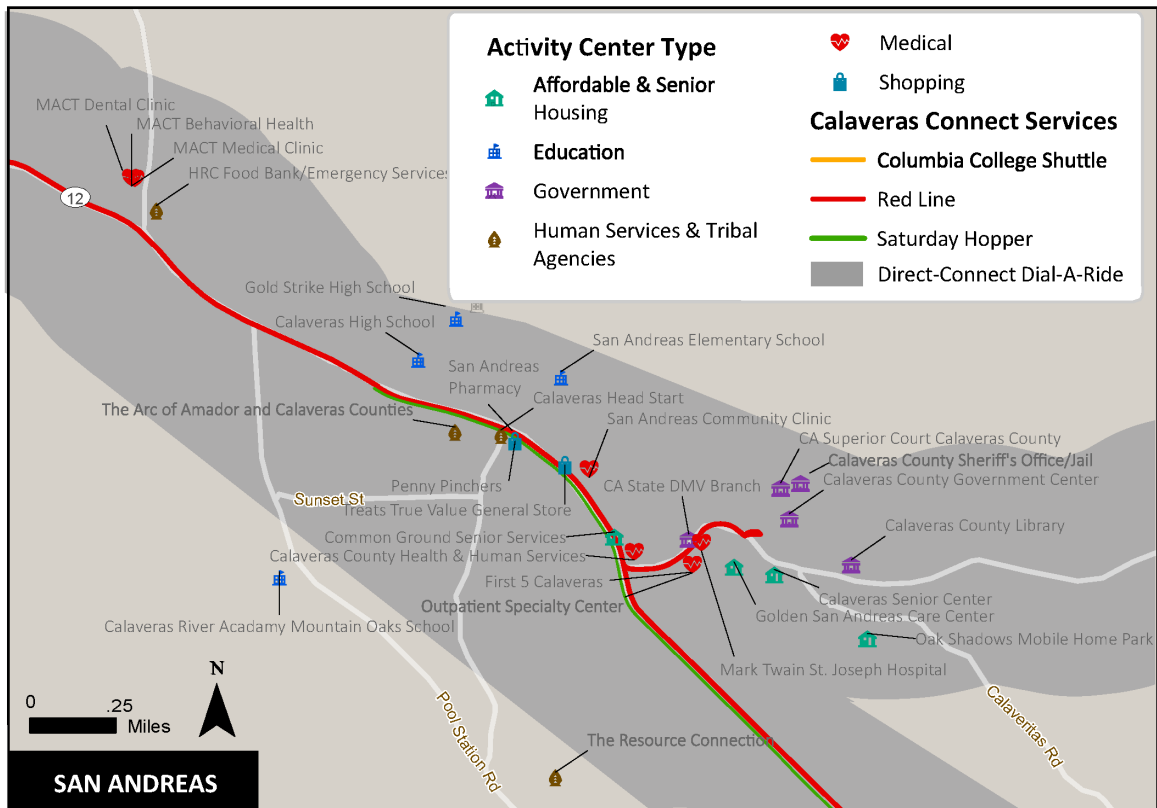


Table 7: Summary of Calaveras Connect Services and Frequency

	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>²							
Red Line ³ <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 ⁴	60
<u>DAR: Direct Connect</u>⁵							
Grey Zone <i>Countywide in Calaveras County</i> <i>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 Jackson</i> ⁶ <i>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 Creek</i> ⁶ <i>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 Sonora</i> ⁶ <i>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 May, 2025. 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: Red Line is only year-round fixed route service. Columbia College operates only during the academic year. Saturday Hopper only operates between March and November. Note 3: On the Red Line only, flag stops are allowed anywhere it's safe to do so. Deviations within 3/4 mile off of the main road are available. Note 4: Forest Meadows, Hathaway Pines, Avery, and Arnold pickups must be scheduled in advance with transit agency staff. Note 5: All Direct Connect service by reservation only. Note 6: Service is available outside of Calaveras County on Direct Connect by reservation only and only on specific days. <i>Source: Calaveras Connect</i>							

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.

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 includes:

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

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

- The SR 49 corridor between San Andreas and Sutter Creek, served Monday through Friday,
- The SR 88/26 corridor between Jackson and West Point, served Wednesdays only, and
- The SR 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 with the option to reserve a ride up to seven days in advance.

Fares

As described in Table 8, the fare structure for Calaveras Connect varies based on service type (Fixed Route, DAR, or Saturday Hopper) and fare category (Regular, Discounted, Students, Youth, and Children). Ticket books and monthly passes are available on Fixed Routes (Red Line and Columbia College Shuttle). Those over the age of 65 years old, people with disabilities, and veterans are eligible for discounted fares.

Table 8: Summary of Calaveras Connect Fares**Fixed Route Fares***(excluding Saturday Hopper)*

	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 Pass⁴	\$40.00	\$30.00	\$35.00	-	-

Direct Connect Dial-A-Ride

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

Note 4: 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.

Source: <https://calaverasconnect.org/fares/>

CTA CAPITAL ASSETS**Facilities and Maintenance**

CTA shares its administrative offices with CCOG, located at 444 East St. Charles Street/Highway 49 in San Andreas. The Calaveras Connect operations, maintenance and vehicle storage facility is located nearby at 750 Industrial Way in San Andreas. CTA leases the operations facility and provides it for the exclusive use of the transit contractor, Paratransit Services.

CTA and CCOG recently purchased property in San Andreas to be the future site of the CCOG/CTA administrative and operations facility. This project, which likely will be completed during this planning period, will be funded with Senate Bill (SB) 125 funds.

Fleet Inventory

The CTA has a fleet of twelve revenue vehicles as of June 2025 (Table 9). Vehicles range in capacity from five-passenger vans to 26-passenger cutaways. All vehicles are wheelchair accessible. Three of the twelve vehicles are beyond their useful life and two more are due for replacement in the next year. CTA has plans to replace eight vehicles over the five-year planning period utilizing a combination of Federal

Transit Administration (FTA), State of Good Repair (SGR), and Low Carbon Transit Operations Program (LCTOP) funds at an estimated cost of \$1.5 million. One of those vehicles will be a battery electric cutaway.

The California Air Resources Board’s Innovative Clean Transit (ICT) regulation will come into effect during this planning period. Beginning in 2026, the ICT regulation will require that 25 percent of vehicles purchased each year by small transit agencies, such as the CTA, be zero emissions vehicles (ZEVs). By 2029, all new vehicles purchased will need to be ZEVs. The ICT rule allows for exceptions in the case of financial hardship or other circumstances such as when daily mileage or gradability needs cannot be met with existing technology. The *Calaveras Transit Agency ZEB Rollout and Implementation Plan*, completed in April 2023, indicates that under current technology 100 percent conversion to a ZEV fleet is not feasible. Due to the remoteness and length of Calaveras Connect routes which traverse rugged terrain, currently in-county DAR service is feasible to be served by battery electric buses (BEBs). Battery technology and/or availability of hydrogen fuel will need to improve before all Calaveras Connect services can be operated with ZEVs. Currently CTA’s fleet is composed of two diesel fueled vehicles, seven gas vehicles, two battery electric buses (BEB), and one gas and electric hybrid van.

Table 9: Calaveras Connect Vehicle Fleet

Agency ID	Make	Model	Year	Mileage	Capacity	Wheelchair Capacity	Fuel	Est. Vehicle Replacement Date ²
65	GLAVAL	LEGACY	2013	374,788	26	2	Diesel	2022
66	GLAVAL	LEGACY	2013	384,523	26	2	Diesel	2022
69	EL DORADO	AEROTECH 240	2015	378,086	21	2	Gas	2021
73	FORD	GLAVAL	2019	249,987	17	2	Gas	2025
74	FORD	GLAVAL	2019	224,636	17	2	Gas	2025
75	FORD	GLAVAL	2024	44,688	12	2	Gas	2030
76	FORD	GLAVAL	2024	33,945	12	2	Gas	2030
77	FORD	GLAVAL	2024	28,318	14	2	Gas	2030
78	FORD	GLAVAL	2024	35,318	14	2	Gas	2030
V03	FORD	NOR CAL VAN	2022	13,917	8	2	Electric	2029
V04	FORD	NOR CAL VAN	2023	1,478	5	1	Electric	2030
V05	TOYOTA	SIENNA	2023	9,097	6	1	Hybrid	2031

Source: CTA

Note 1: Information accurate as of June, 2025.

Note 2: Est. Vehicle Replacement Data based on in-service date and TAM Plan useful life.

Passenger Amenities

Passenger amenities include features such as benches and shelters that enhance a person’s experience while waiting for the bus. Benches, shelters, bus schedules and signage are located at most stops served by Calaveras Connect. The last formal bus stop amenity inventory was completed by CTA in September 2022; the system has faced some major changes since then and some of the inventoried stops are no longer served by fixed routes. Calaveras Connect does not have a formal transit center, but connections between all routes are possible at the Save Mart stop in Angels Camp where a shelter, bench, system map, schedule and signage are available to passengers.

OTHER REGIONAL PUBLIC TRANSPORTATION

As a rural county, it is typical that people move within and beyond the county limits in need of various services. The following provides a brief description of other adjacent public transportation services.

Tuolumne County Transit

Tuolumne County Transit operates three fixed routes Monday through Friday between 6:25 AM and 7:26 PM. Dial-A-Ride services are available Monday through Saturday, requiring 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 DAR services between Angels Camp and Sonora on Fridays.



Amador County Transit

Amador County Transit (AT) operates five fixed routes 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. DAR 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-hour 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.

Area 12 Agency on Aging was established in 1987 as a five-county Joint Powers Agreement and provides services to 52,000 senior adults annually. The organization funds various community senior services, including information assistance, in-home support, and formerly local transportation providers such as Common Ground's Silver Streak which closed its doors in June of 2024 leaving a gap in non-emergency medical transportation (NEMT) services.

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.

PRIVATE PROVIDERS

Both Blue Mountain Transit and Murphys Taxi offer shuttle and taxi services seven days a week with reservations. Blue Mountain Transit is a private charter company located in Jackson in neighboring Amador County. Blue Mountain Transit provides service in Calaveras County but focuses its business on wedding shuttles and wine tours. Murphys Taxi is a private taxi service based out of Murphys. The service operates Monday through Saturday and offers service as far as San Francisco. Modivcare, formerly LogistiCare, provides non-emergency medical transportation for those with eligible insurance coverage.

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RECENT TRANSIT OPERATIONS AND PERFORMANCE

INTRODUCTION

In this chapter, recent operational and financial statistics for Calaveras Connect are discussed before operations data is used to conduct a performance assessment of Calaveras Connect as a whole and by service.

CALAVERAS CONNECT OPERATIONS

Like many other transit agencies, Calaveras Connect operations were significantly impacted by the COVID-19 pandemic, a fact that is reflected in ridership data and service quantities shown below for the previous seven years. Simultaneously, CTA rebranded its transit services to Calaveras Connect (in 2019) and then significantly redesigned Calaveras Connect services between late 2020 and January 2022, replacing several fixed routes with on-demand DAR, branded Direct Connect, and introducing a new route: the Columbia College Shuttle.

Ridership

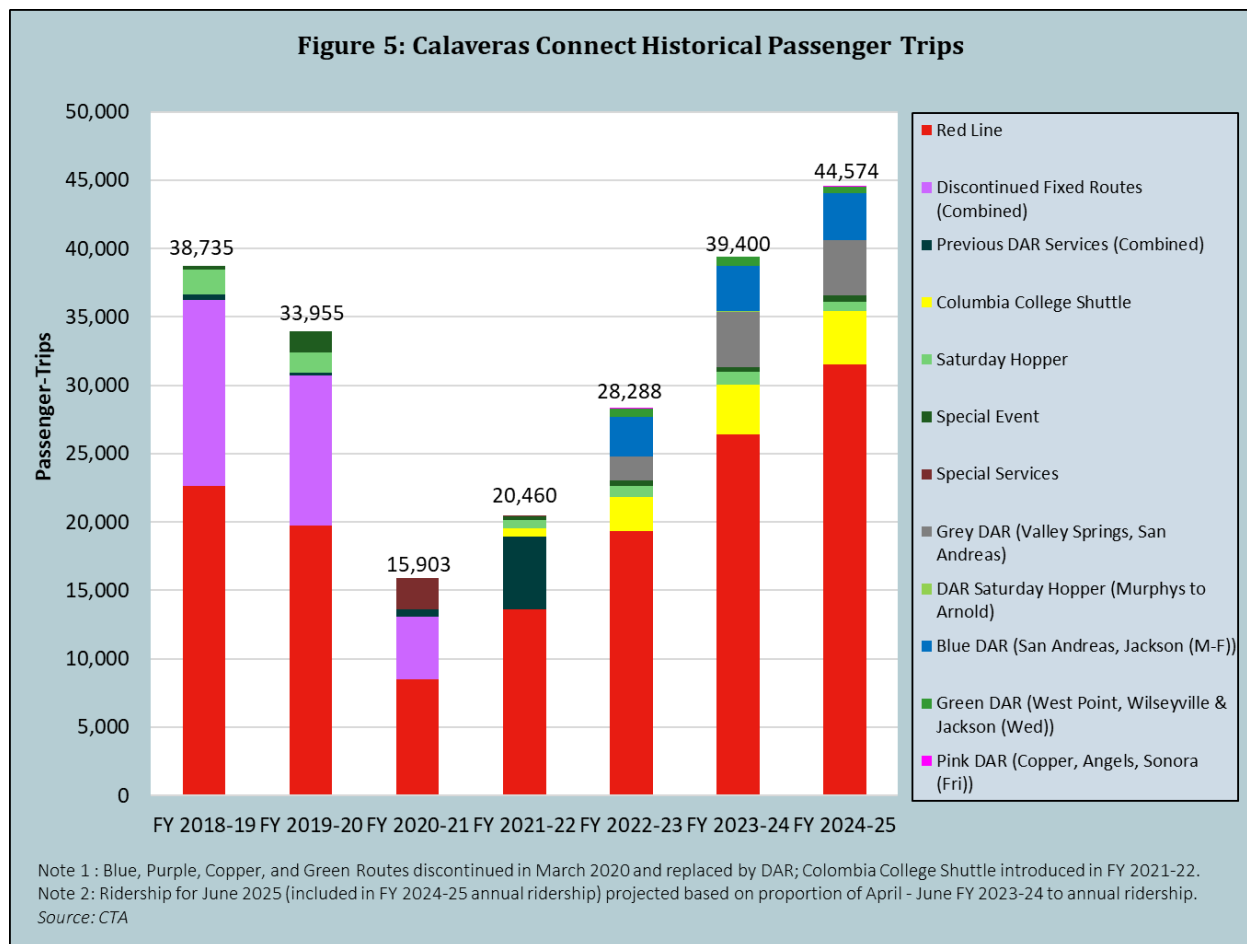
Annual Ridership

Figure 5 shows Calaveras Connect systemwide ridership for Fiscal Year (FY) 2018-19 through FY 2024-25 in total passenger-trips. The COVID-19 pandemic clearly had a swift negative impact on systemwide ridership, however strong ridership recovery from the pandemic coupled with the impacts of significant service changes has led to an extremely positive trend in annual ridership. It is important to note that many peer transit agencies have not experienced the same recovery in ridership.

As shown, systemwide ridership has grown by 58 percent between FY 2022-23 and FY 2024-25, after services were transitioned to the current model. Since the seven-year low in FY 2020-21, ridership has increased by 180 percent. Projected systemwide ridership for FY 2024-25 is expected to be 44,574, or 9 percent above FY 2018-19 ridership pre-pandemic.

Passenger trips by route/service is also shown in Figure 5. Since FY 2022-23 (when service changes were completed), notable ridership growth has occurred on the Red Line (+63 percent), Columbia College Shuttle (+54 percent), in the Gray DAR zone (+136 percent) and Blue DAR zone (+19 percent). The Red Line acts as the core fixed route of the system and accounts for over 50 percent of systemwide ridership across all years and about 75 percent in FY 2023-24 and FY 2024-25.

DAR ridership overall (including both in-county and out-of-county zones) increased by 53 percent between FY 2022-23 and FY 2024-25, however ridership decreased by 1 percent between FY 2023-24 and FY 2024-25. Saturday Hopper service has been the slowest to recover from the pandemic with FY 2024-25 ridership still 62 percent lower than FY 2018-19 pre-pandemic levels.

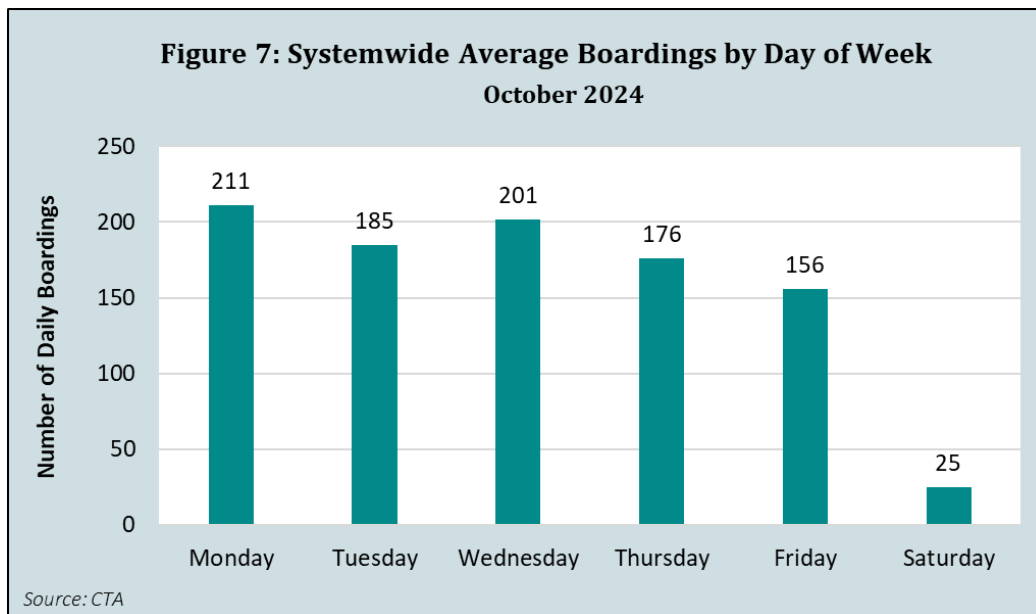
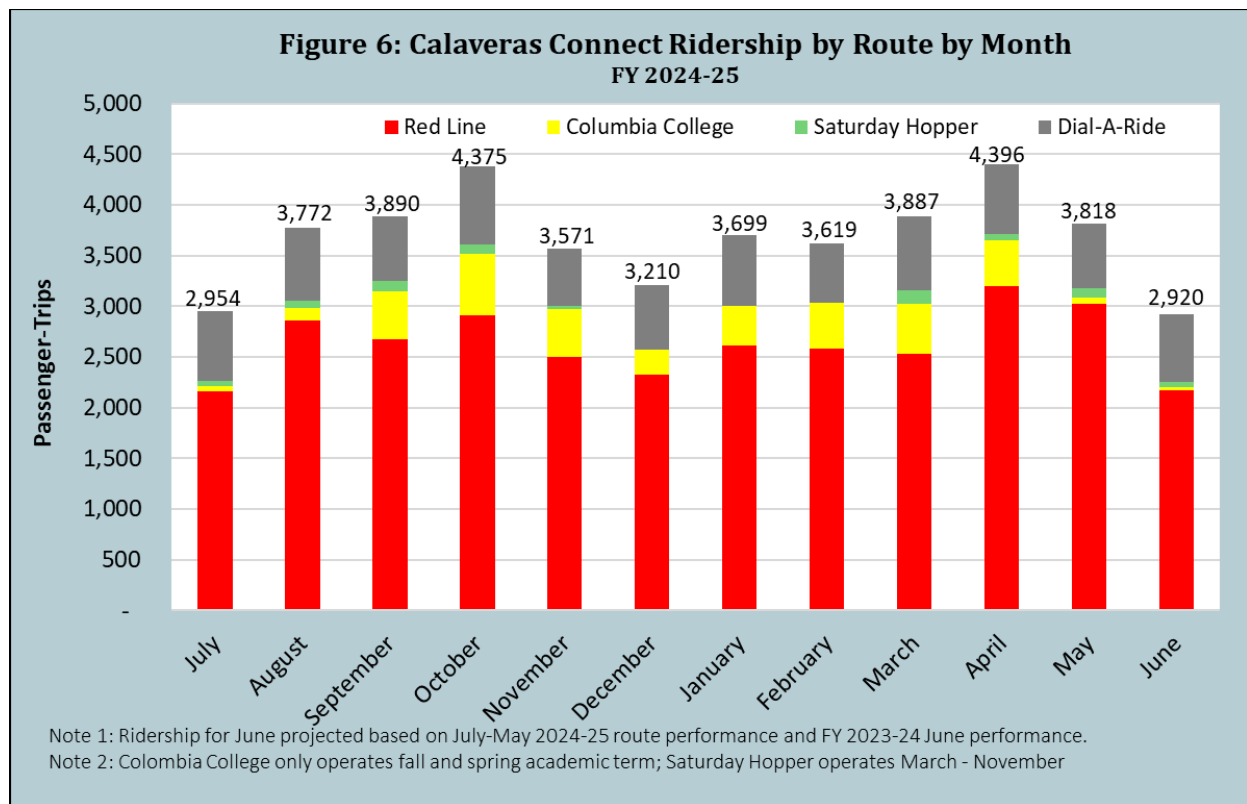


Ridership by Month

Many transit systems experience seasonal fluctuations in ridership throughout the year. Figure 6 depicts Calaveras Connect's monthly ridership by service type for FY 2024-25. Systemwide monthly passenger trips were highest in October and April, with slightly lower ridership in June, July, and December. One factor that may contribute to this is the lack of student ridership due to school breaks: the lack of Columbia College student ridership on the Shuttle and K-12 ridership on Red Line and DAR. It is important to note that the Columbia College Shuttle only operates when classes are in session (late August-mid December and mid January-early May). The Saturday Hopper does not operate from December through February when less events take place and there are fewer visitors to the region.

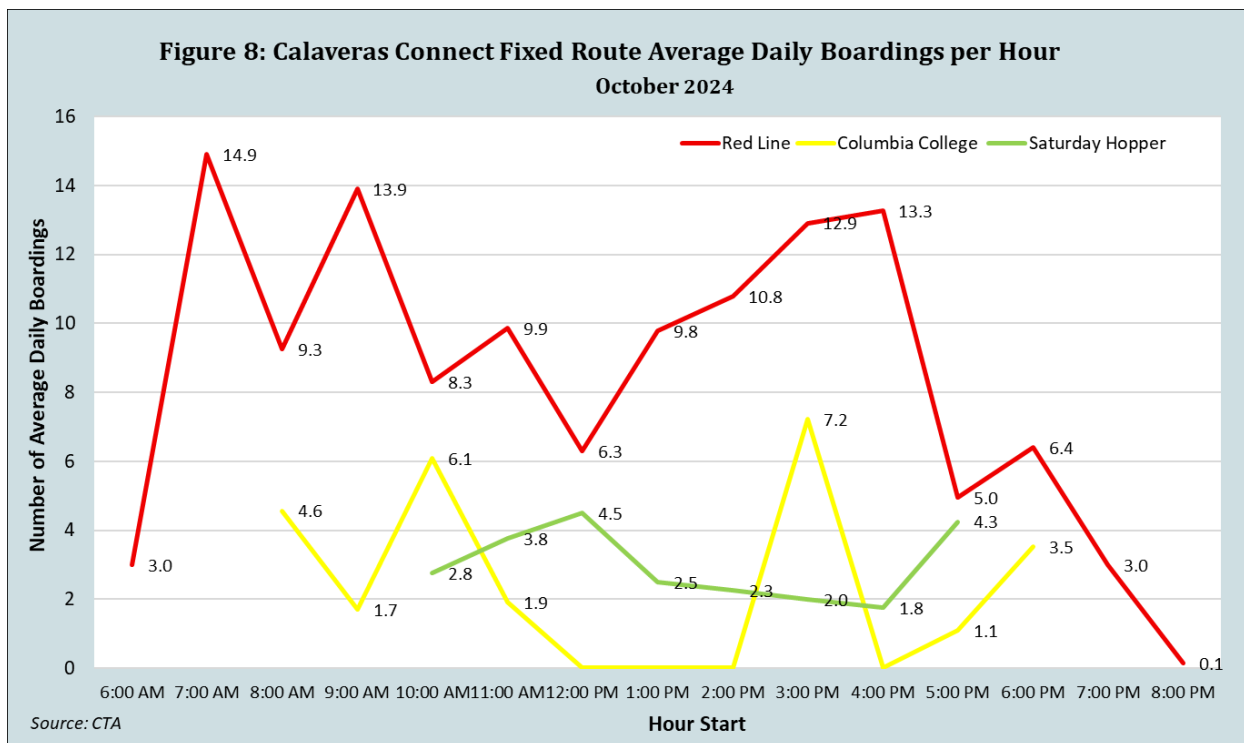
Boardings by Day of Week

Figure 7 shows average systemwide boardings by day of week for October 2024. As shown, Monday and Wednesday have the highest average boardings (211 and 201, respectively), while Friday saw the fewest average boardings among weekdays (156). Saturday's generally have the fewest boardings of Calaveras Connect's service days with 25 average boarding per Saturday in October of 2024. This is likely due to reduced demand on weekends and only the Saturday Hopper route in service.



Fixed Route Boardings by Hour

Figure 8 shows average boardings by hour for October 2024 by fixed route. As shown, there are significant differences in peak hours between routes, which reflect both the varying purposes for which people ride each route and the different operating hours of each service.



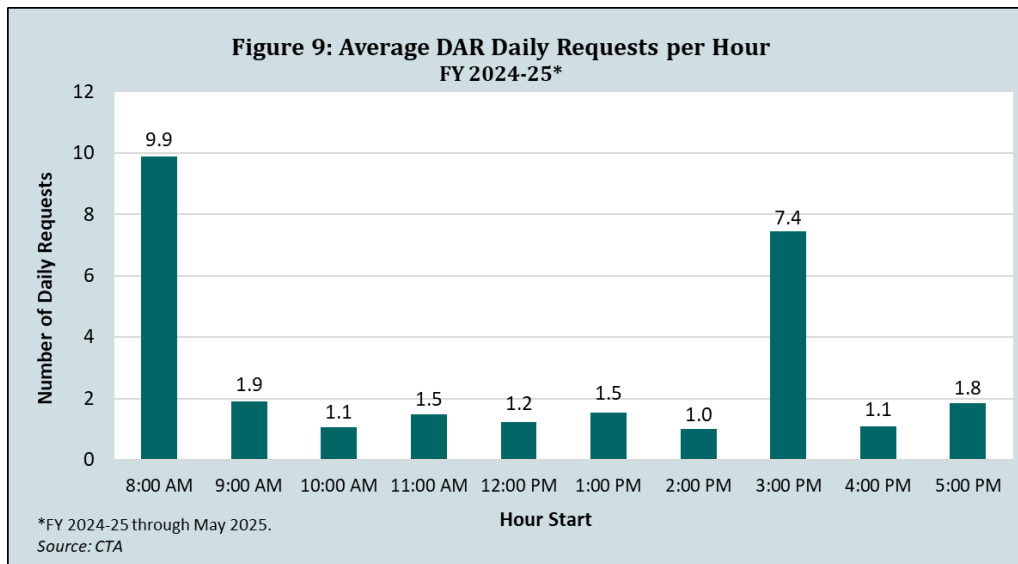
The Red Line operates continuously Monday through Friday between 6:10 AM and 8:13 PM, serving most of the major communities in the county. Boardings are relatively consistent between 7:00 AM and 5:00 PM, with noticeable peaks during the 7:00 AM–8:00 AM and 2:00 PM–5:00 PM hours. The 7:00 AM–8:00 AM hour saw the highest average daily boardings (15 boardings), while the 6:00 AM–7:00 AM and 7:00 PM–8:00 PM hours had the fewest (3 boardings).

The Columbia College Shuttle makes three round trips in the morning between 8:20 AM to 11:30 AM, then breaks before resuming for two afternoon round trips from 3:10 PM to 6:02 PM. Morning boardings peak during the 8:00 AM–9:00 AM and 10:00 AM–11:00 AM hours, which align with the first and third outbound trips of the day. In the afternoon, peak boardings occur during the 3:00 PM–4:00 PM and 6:00 PM–7:00 PM hours, corresponding with the inbound departures from Columbia College. This data suggests that the outbound 10:25 AM trip from Angels Camp to Columbia College and the inbound 3:45 PM trip from Columbia College to Angels Camp are the most utilized by student commuters.

The Saturday Hopper begins service at 9:45 AM and operates continuously until 6:25 PM. As shown, ridership is much lower than on weekday fixed routes and is spread throughout the day, with notable peaks during the 12:00 PM–1:00 PM and 6:00 PM–7:00 PM hours. This route caters primarily to recreational riders, serving popular destinations such as downtown Murphys, the Wordmark Resort, and Ironstone Vineyards; travel patterns that reflect their recreational focus.

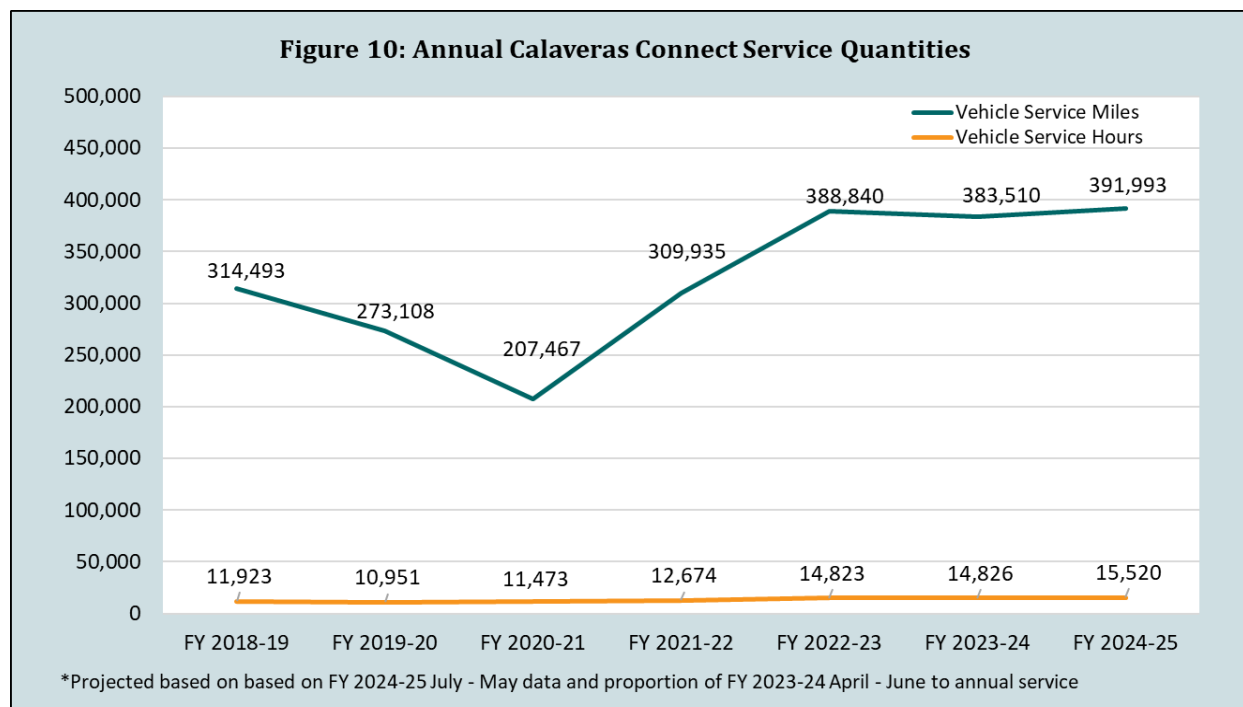
DAR Requests by Hour

Direct Connect DAR requests for rides that were completed for FY 2024-25 (through May) are shown by hour in Figure 9. As shown, there are notable peaks in daily ride requests during the 8:00 AM–9:00 AM and 3:00 PM–4:00 PM hours.



Vehicle Service Miles and Hours

Similar to ridership, Calaveras Connect service levels have been impacted by service interruptions in recent years due to the pandemic. In the last seven years, service levels were highest in FY 2024-25 (Figure 10). Calaveras Connect operated 34 percent fewer vehicle service miles (VSM) and 4 percent fewer vehicle service hours (VSH) in FY 2020-21 compared to FY 2018-19 due to widespread schedule reductions during the peak of the COVID-19 pandemic. Between FY 2020-21 and FY 2024-25, service levels systemwide increased significantly with a 44 percent increase in VSM and a 42 percent increase in VSH. In FY 2024-25, fixed routes operated almost four times the VSM of DAR services (311,388 vs. 80,605), but only about double the VSH (10,552 vs. 4,999). This is due to the longer route distances and continuous service of fixed routes that operate regardless of passenger demand.



CTA FINANCIAL REVIEW

The sustainability of transit services is dependent on the balance between revenues and costs. CTA's adopted FY 2024-25 amended budget is reviewed in this section and then used to develop a cost model to analyze transit performance by route. Where appropriate, a comparison is made to FY 2023-24 actual revenues and expenditures.

Operating Revenue

CTA's transit operating revenue stems from several sources (Table 10). Local revenue sources include farebox revenue, advertising revenue, and interest. Only 2 percent of CTA's total revenue is expected to come from fares in FY 2024-25.

State transit funding in California is primarily derived from two sources outlined in the Transportation Development Act (TDA): the Local Transportation Fund (LTF) (sales tax) and State Transit Assistance (STA) funds (fuel tax). State funding (specifically in the form of LTF) has decreased over the past three fiscal years, a trend across many rural counties in California.

The majority of CTA's operating revenue comes from state sources (62 percent of revenue in FY 2024-25), primarily from TDA sources, like LTF and STA. As the only transit operator in Calaveras County, CTA receives almost all the TDA money available in the county. Additional state revenue sources include State of Good Repair (SGR) funding and state bond revenue.

CTA also received about 22 percent of its operating revenue from federal sources in FY 2024-25. About 32 percent of that federal funding is Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) 5311 funds, which is not a long-term funding source. Additional federal funding sources are FTA 5311 and FTA 5339.

Table 10: CTA Operating Revenues	
CTA Revenues	FY 2024-25 Final Budget
Operating Revenue	\$75,000
Farebox Revenue	\$45,000
Pass Sales	\$30,000
Other Local Revenue	\$471,948
Interest	\$40,000
Advertising	\$35,000
Sale of Surplus Equipment	\$2,688
Transit Reserve Fund	\$96,943
Fund Balance	\$297,317
State Revenue	\$2,098,915
Local Transportation Fund (LTF)	\$1,110,847
State Transit Assistance (STA)	\$601,767
Low Carbon Transportation (LCTOP)	\$25,684
State of Good Repair Reserve (SGR)	\$285,885
State Bond Revenue	\$74,732
Federal Revenue	\$732,810
FTA 5311	\$386,936
CRRSAA 5311	\$235,000
FTA 5339	\$110,874
Total Revenue	\$3,378,673
Source: CTA Actual Expenditures (FY 2023-24) and Adopted FY 2024-25 (Amendment No. 3)	

Operating Expenses

CTA's budgeted operating expenses totaled \$1,692,565 in FY 2024-25 (Table 11). This represents a 9 percent increase over actual expenditures in FY 2023-24. The largest line-item increase occurred in purchased transportation which includes operations contractor expenses, which increased by 14 percent from \$1,028,349 to \$1,177,090, and CCOG administrative services which increased by 19 percent from \$56,535 to \$67,315.

The top annual expense for CTA is purchased transportation, which includes salaries and benefits for transit contractor staff (e.g., drivers and dispatchers) and vehicle insurance and represents 42 percent of the annual operating budget. The operations contract with Paratransit Services was recently amended to reflect an increase in \$116,467 for FY 2024-25 due to rising vehicle insurance costs.

Table 11: CTA Operating Expenses	
CTA Expenses	FY 2024-25 Final Budget
Technology	\$45,600
Software Subscriptions (Trilium, and Spare)	\$41,600
Communications (Driver Tablets and Data Tracking Software)	\$4,000
Maintenance and Fuel	\$317,000
Gas and Oil (Fuel)	\$212,000
Maintenance	\$105,000
Administrative	\$152,875
Professional and Specialized Services (Legal, Technical, Design) ⁽¹⁾	\$25,000
CCOG Services	\$67,315
Rents and Leases	\$46,800
Office Expense (Printing and Marketing)	\$5,000
Contingencies	\$5,000
Special Department Expense	\$1,750
Legal Notices	\$1,000
Memberships (CalACT)	\$1,000
Bank Charges	\$10
Operations	\$1,177,090
Professional and Specialized Services (Purchased Transportation)	\$1,177,090
Total Operating Requirements	\$1,692,565
Source: CTA Actual Expenditures (FY 2023-24) and Adopted FY 2024-25 (Amendment No. 3) Note 1: Excludes design contract for new transit facility (FY 2024/25 Budget Amendment No. 1)	

Cost Allocation

A cost model was developed to reflect FY 2024-25 final budgeted operating costs (Table 12). To develop a cost model, each CTA operating expense was allocated to the service quantity (VSH or VSM) upon which it is most dependent. For example, fuel costs are allocated to vehicle miles and driver wages are allocated to vehicle hours. Costs not dependent on service levels, such as legal services or marketing, were designated as fixed costs. Purchased transportation costs were allocated based on the costs detailed in the service contract. The model divided the sum of these costs allocated to VSH and VSM by the respective annual service quantity level for FY 2024-25.

FY 2024-25 CTA Operating Cost Model =

$\$39.33 \times \text{vehicle service hours} + \$0.81 \times \text{vehicle service miles} + \$1,875,934 \text{ in fixed costs}$

The cost model is used to calculate the marginal and fully allocated operating costs of each CTA service in Table 12.

Table 12: CTA FY 2024-25 Cost Model

Expense Category	FY 24-25	Variable		
		Hour	Mile	Fixed
Software Subscriptions (Trilium, and Spare)	\$41,600			\$41,600
Communications(Driver Tablets and Data Tracking Software)	\$4,000			\$4,000
Gas and Oil (Fuel)	\$212,000		\$212,000	
Maintenance	\$105,000		\$105,000	
Professional and Specialized Services (Legal, Technical, Design)	\$25,000			\$25,000
CCOG Services	\$67,315			\$67,315
Rents and Leases	\$46,800			\$46,800
Office Expense (Printing and Marketing)	\$5,000			\$5,000
Contingencies	\$5,000			\$5,000
Special Department Expense	\$1,750			\$1,750
Legal Notices	\$1,000			\$1,000
Memberships (CalACT)	\$1,000			\$1,000
Bank Charges	\$10			
Professional and Specialized Services (Purchased Transportation)*	\$1,177,090	\$610,468		\$566,622
Total	\$1,692,565	\$610,468	\$317,000	\$765,087
Annual Service Quantity (FY 2024-25)		15,520	391,993	--
Cost per Unit by Variable (Cost Model)		\$39.33	\$0.81	\$765,087

Source: CTA FY 2024-25 Final Adopted Budget (Amendment No. 3)

**Fixed costs calculated based on Paratransit Services operations contract Amendment No. 2.*

CALAVERAS CONNECT PERFORMANCE ANALYSIS

The FY 2024-25 cost model was applied to operations data to calculate standard performance metrics such as passenger-trips per hour and operating cost per passenger-trip. This analysis helps to identify potential changes to CTA transit service. The service parameters used in the performance analysis are summarized in Table 13.

The FY 2024-25 performance analysis looks at the Calaveras Connect system as a whole, two service categories (fixed route and DAR), and each specific service. The performance analysis is shown in Table 13 and Figures 11 through 16.

Passenger-Trips per Hour

The relative productivity of transit service can be assessed by calculating the average number of passenger-trips completed per vehicle service hour. Based on this metric, the most productive Calaveras Connect service (excluding Special Events) is the Red Line, a core fixed-route service that carried 3.5 passenger-trips per hour on average in FY 2024-25 (Figure 11). The DAR zone with the highest passenger-trips per hour was Countywide DAR, operating within Calaveras County (1.9 passenger-trips per hour). Special Event transit services had the highest passenger-trips per hour overall (5.9), however this is not indicative of overall transit service performance as these services cater to a very specific event which results in unusually good performance.

Table 13: Calaveras Connect Service Parameters and Performance
FY 2024-25

Routes	Service Parameters					
	Passenger-Trips	Service Hours ⁽¹⁾	Service Miles ⁽¹⁾	Fully Allocated Operating Cost	Marginal Operating Cost	Fare Revenue ⁽²⁾
Fixed Routes	36,125	10,522	311,388	\$1,184,354	\$665,674	\$56,430
Red Line	31,551	8,907	271,485	\$1,008,940	\$569,878	\$45,405
Columbia College	3,861	1,280	31,734	\$139,081	\$75,998	\$10,000
Saturday Hopper	713	335	7,538	\$35,823	\$19,289	\$1,026
DAR Services	7,936	4,920	79,974	\$500,714	\$258,188	\$16,352
Countywide DAR ⁽³⁾	4,038	2,112	31,432	\$212,604	\$108,491	\$8,320
Green DAR	472	378	5,576	\$37,984	\$19,365	\$973
Blue DAR	3,426	2,430	42,966	\$250,126	\$130,331	\$7,059
Special Events⁽⁴⁾	461	79	631	\$7,486	\$3,606	\$0
Systemwide Total	44,522	15,520	391,993	\$1,692,555	\$927,468	\$78,364
	Service Performance					
	Passengers per...		Total Operating Cost per Passenger-Trip	Total Operating Subsidy per Passenger-Trip	Total Operating Cost per Service Hour	Farebox Ratio ⁽⁵⁾
	Hour	Mile				
Fixed Routes	3.4	0.12	\$32.79	\$31.22	\$112.56	4.8%
Red Line	3.5	0.12	\$31.98	\$30.54	\$113.28	4.5%
Columbia College	3.0	0.12	\$36.02	\$33.43	\$108.68	7.2%
Saturday Hopper	2.1	0.09	\$50.27	\$48.83	\$106.80	2.9%
DAR Services	1.6	0.10	\$63.09	\$61.03	\$101.77	3.3%
Countywide DAR	1.9	0.13	\$52.65	\$50.59	\$100.66	3.9%
Green DAR	1.2	0.08	\$80.47	\$78.41	\$100.57	2.6%
Blue DAR	1.4	0.08	\$73.01	\$70.95	\$102.93	2.8%
Special Events	5.9	0.73	\$16.22	\$16.22	\$95.11	0.0%
Systemwide Average	2.9	0.11	\$38.02	\$36.26	\$109.05	4.6%

Source: CTA FY 2024-25 and FY 2023-24 operating data, FY 2024-25 Cost Model.

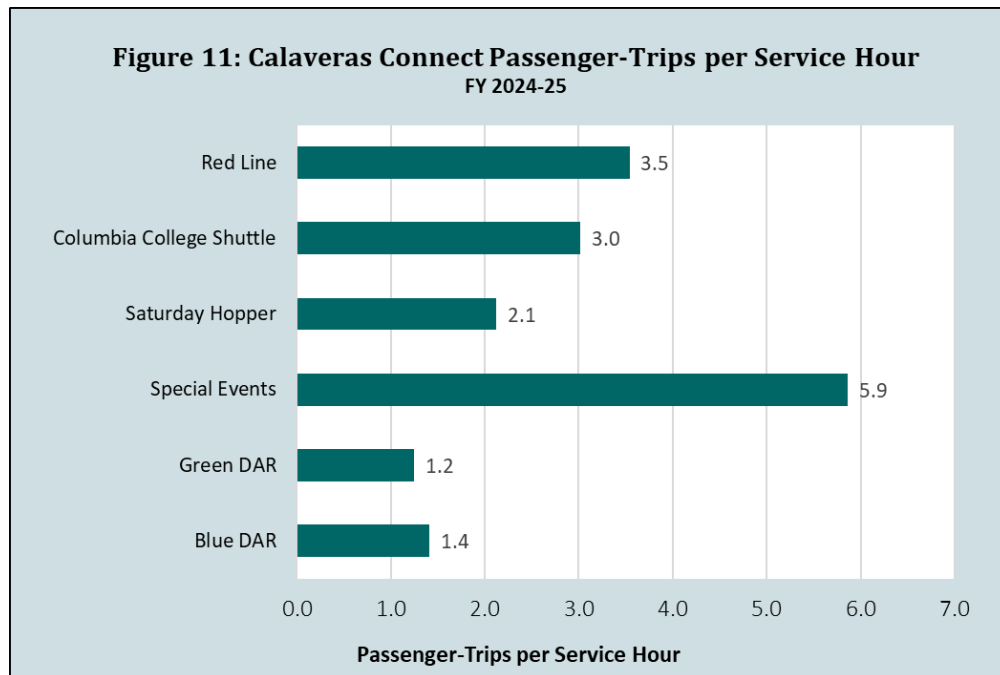
Note 1: Service hours and miles by route/DAR zone are calculated based on FY 2023-24 proportions.

Note 2: Fare revenue broken down by service is estimated based on it's percent of total hours of that service type (Fixed Route, DAR), assuming that Columbia College annual contribution of \$10,000 represents total fares paid on CC Shuttle route. Breakdown based on FY 2023-24 data while systemwide total is FY 2024-25.

Note 3: Includes Pink DAR Zone.

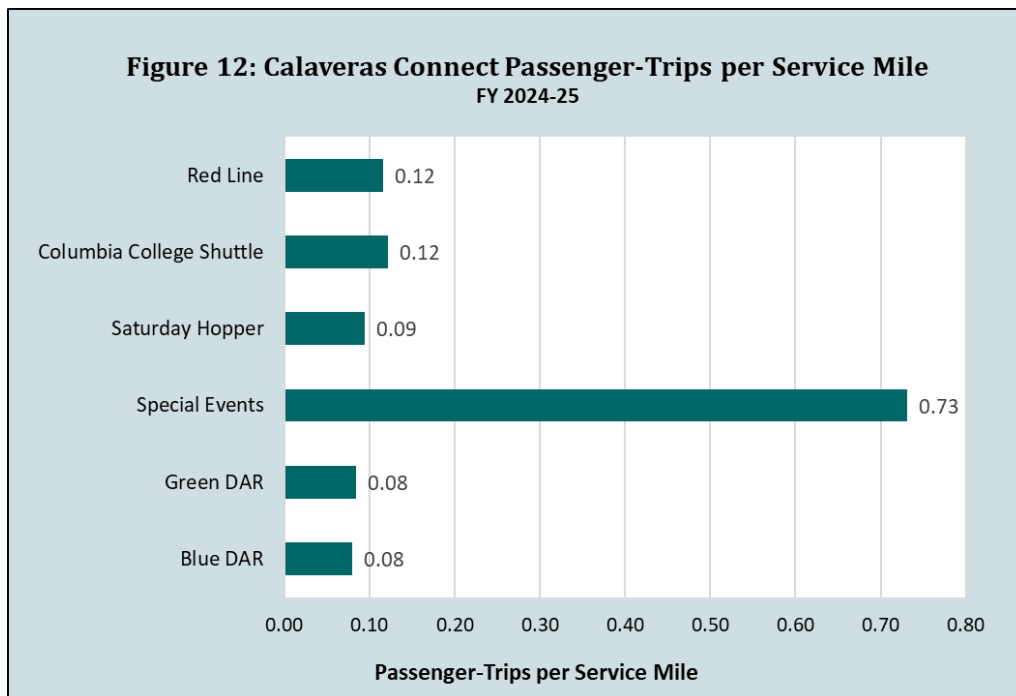
Note 4: Allocates no fare revenue to Special Events.

Note 5: Not official calculation to determine TDA eligibility.



Passenger-Trips per Mile

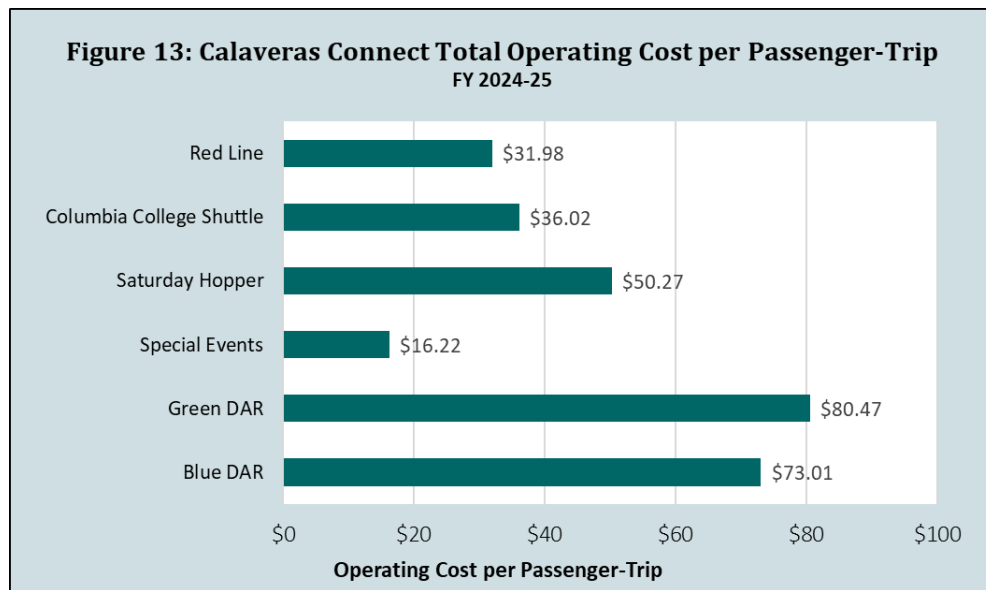
The number of passenger-trips carried per vehicle service mile is another indicator of transit performance. On average, fixed route services carried 0.12 passengers per mile and DAR carried 0.10 passengers per mile. While it is slightly unusual that fixed route and DAR services have similar performance in this regard, all Calaveras Connect services cover significant mileage in a very rural County (Figure 12).



Total Operating Cost per Passenger-Trip

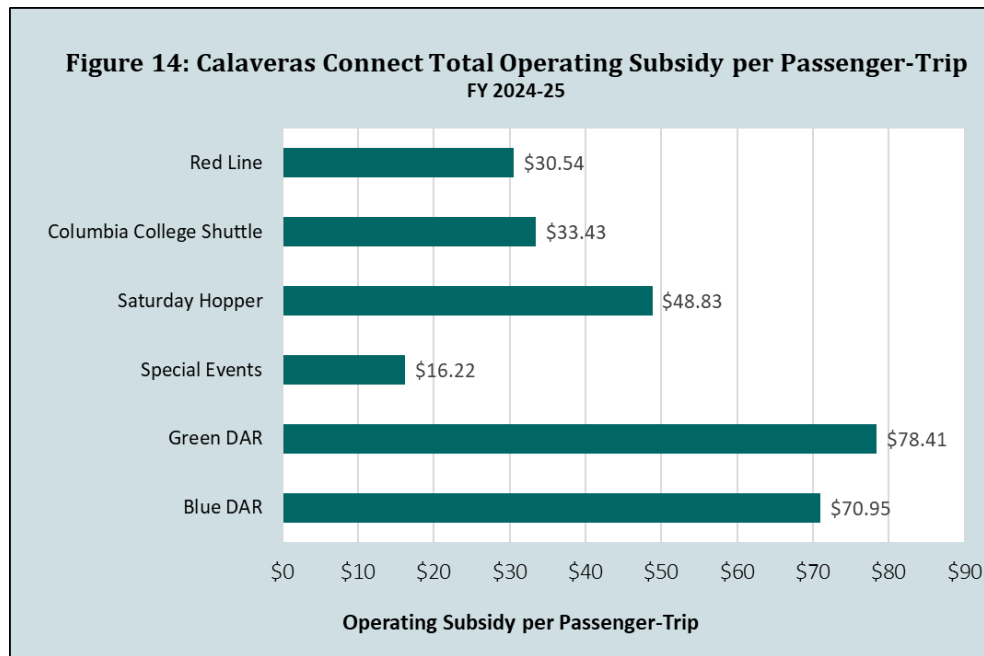
Operating cost per passenger-trip (Figure 13) includes not only direct operating costs such as driver salaries and fuel, but also the other fixed costs included in Table 12 such as marketing, computer supplies, legal counsel, etc. Fixed costs are allocated to each route based on the proportion of the total systemwide vehicle service hours operated by said service.

Systemwide, the operating cost per passenger-trip in FY 2024-25 was \$38.04. The lowest average operating cost per passenger-trip was seen for Special Events (\$16.22), followed by the Red Line (\$31.98), while the highest was seen for the Green DAR (\$80.47). This trend is largely due to the lower ridership on DAR compared to fixed routes.



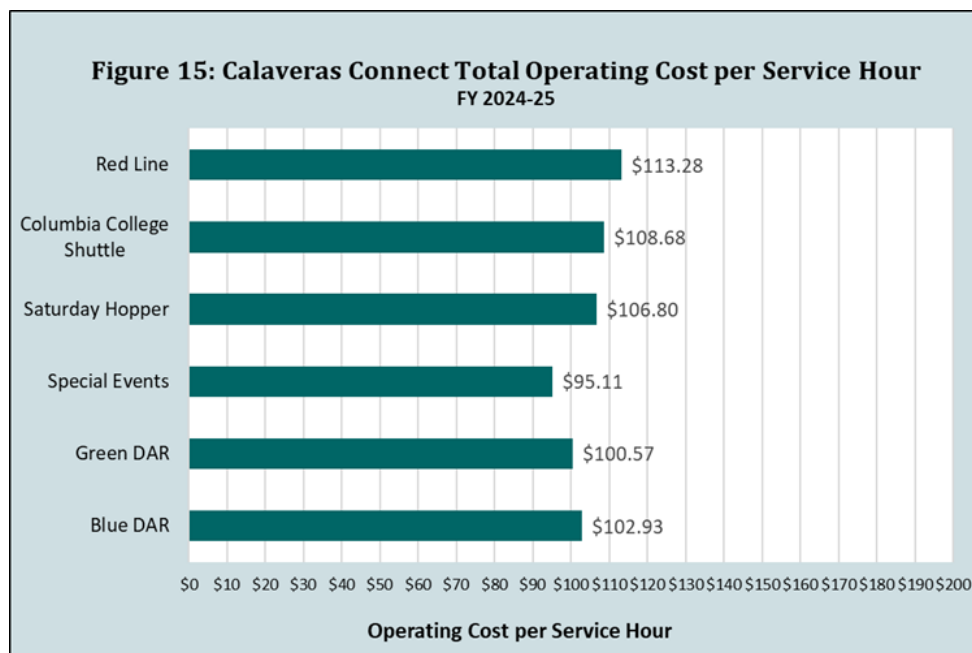
Total Operating Subsidy per Passenger-Trip

The operating subsidy (operating costs minus fare revenue) per passenger-trip represents the amount of tax-payer subsidy per passenger-trip required to operate the transit system and is an excellent measure of cost efficiency. Fare revenue was allocated to each service based on the proportion of passenger trips. Calaveras Connect averaged an operating subsidy of \$36.28 per passenger-trip in FY 2024-25 (Figure 14). Special Events and the Red Line saw the lowest operating subsidy per passenger-trip (\$16.22 and \$30.54, respectively).



Total Operating Cost per Hour

Another metric traditionally monitored by transit agencies is the total operating cost per vehicle service hour (Figure 15). The operating cost per vehicle service hour was lowest for Special Events (\$95.11) and the highest for Red Line (\$113.28). Systemwide, the operating cost per service hour was \$109.05 for FY 2024-25.



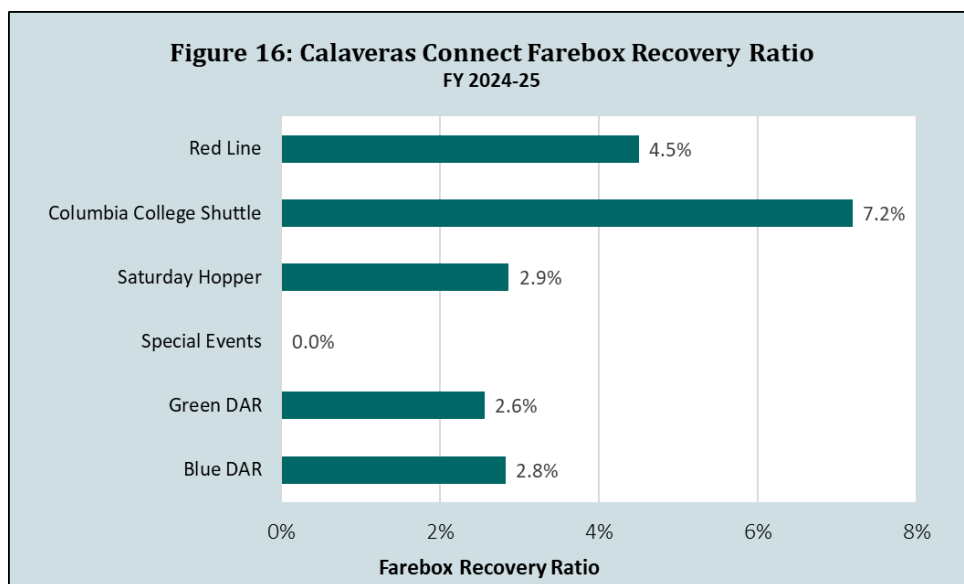
Farebox Ratio

The farebox ratio represents the proportion of operating costs paid for by fare revenues. Before the COVID-19 pandemic, the California Transportation Development Act (TDA) required rural transit agencies (such as Calaveras County) to maintain a farebox ratio of at least 10 percent (or to make up the difference using local support). If the 10-percent farebox ratio were not attained, the difference between the amount of actual fare revenue collected and the required amount of fare revenue needed to meet the 10 percent ratio would be assessed as a penalty. One grace year was allowed per TDA.

During the COVID-19 pandemic, in FY 2019-20 and FY 2020-21, transit operators who did not meet the required minimum farebox recovery ratio requirement could not be penalized (per Assembly Bill 90). This temporary relief was extended through FY 2025-26, per Assembly Bill (AB) 149 and Senate Bill 125.

Per AB 149 in FY 2021-22, the TDA definition of local support was expanded to include “any nonstate grant funds or other revenues generated by, earned by, or distributed to an operator.” Examples include advertising revenue, lease revenue, or funds provided by a local agency. As such, federal grant funds utilized for operating purposes can now be classified as local support and used to calculate farebox ratio.

Calaveras Connect systemwide farebox ratio (not accounting for local support) in FY 2024-25 was 4.6 percent (Table 13). The fixed routes maintained a ratio of 4.8 percent, while DAR was 3.3 percent. On a route level, the Columbia College Shuttle maintained the highest farebox ratio of 7.2 percent (Figure 16) due to an agreement between CTA and Columbia College in which the college provides \$10,000 in annual funding to support the route.



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INTRODUCTION

This Chapter summarizes important findings from the initial review of the current transit environment in Calaveras County that will be used in future chapters to identify potential service improvements.

DEMOGRAPHIC AND SOCIOECONOMIC FINDINGS

Important takeaways regarding Calaveras County's demographics and economy include:

- Calaveras County's population is expected to decline during upcoming years, however, the number of older adults over the age of 85 will increase significantly.
- Census Tracts 5.05 (Arnold) and 1.23 (Copper Cove Village) have a significantly higher relative transit need than the rest of Calaveras County due to the high concentration of transit-dependent individuals. These communities are relatively isolated from the majority of services compared to other communities in Calaveras County.
- Approximately 1 in 5 people living in census tract 2.21 (Valley Springs, and South Camanche Shore) are either youth under 18, or seniors over the age of 65. This Census tract also has the highest number of people with a disability (1,664 people).

TRANSIT FINDINGS

Key findings from the analysis of Calaveras County operations and performance include:

- Calaveras Connect has seen significant ridership recovery post-pandemic, with projected FY 2024-25 ridership 180 percent above that in FY 2020-21. FY 2024-25 ridership is projected to be 15 percent higher than pre-pandemic (FY 2018-19). This indicates that service changes to a more demand-response type model after the pandemic has been successful so far. It should be noted that many peer agencies have not seen the same trend in ridership recovery and growth.
- Excluding special events services, Red Line is the highest performing service across numerous performance standards.
- The highest demand for transit services occurs during typical school and work commute hours on weekdays, evening and Saturday ridership is much lower.
- Key alternative and regional transportation providers like Common Ground (for senior transportation services in Calaveras County), Greyhound (serving adjacent Tuolumne County and enabling intercity connections to urban centers) and Amador Transit service to Sacramento have been eliminated. These changes leave gaps in the regional public transportation network for Calaveras County residents.

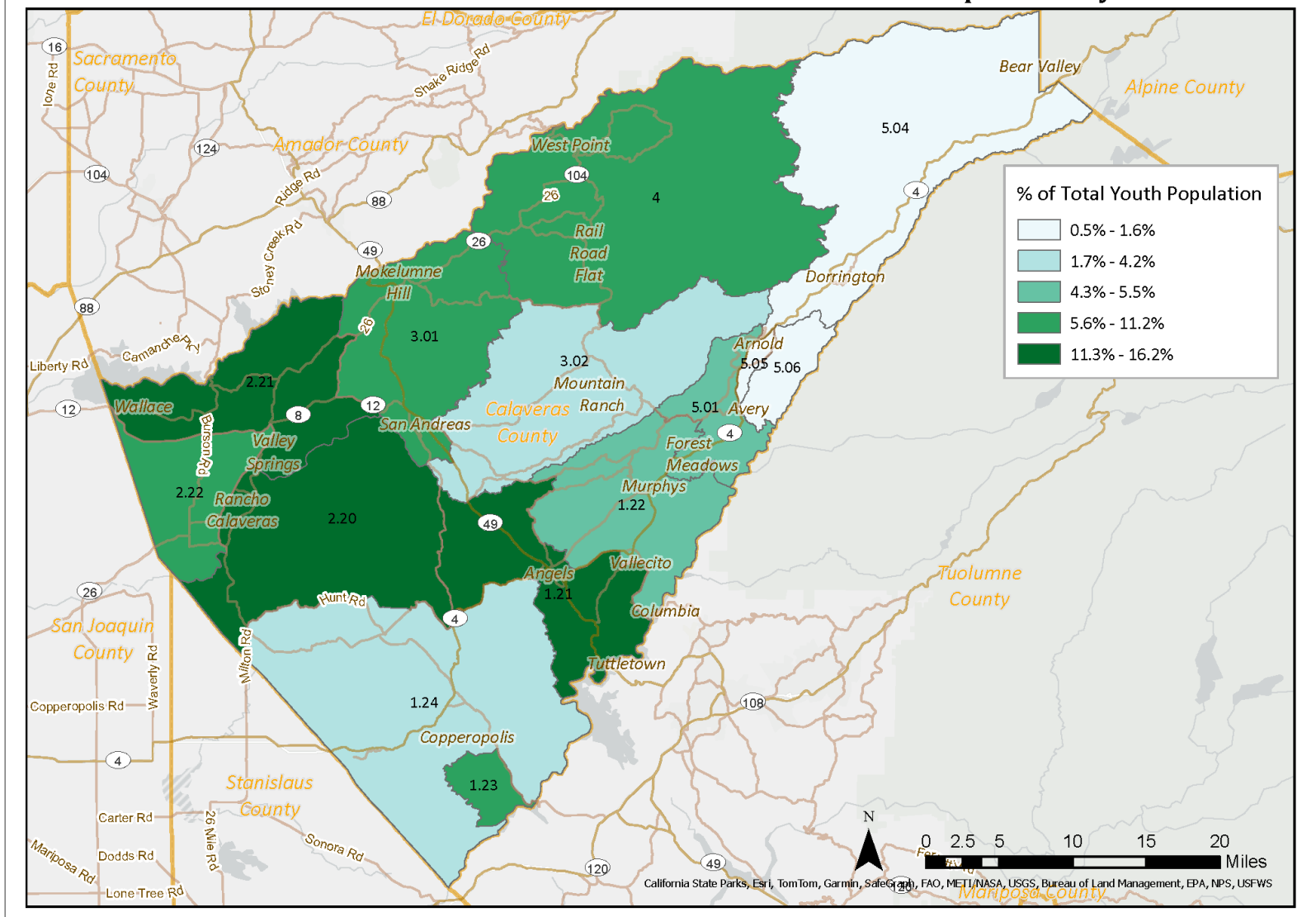
DETAILED DEMOGRAPHIC MAPS

A large proportion of transit riders belong to what is known as the transit-dependent population. The following demographic maps provide additional context about where transit-dependent persons live in Calaveras County, building on the discussion presented in Chapter Two of this Short Range Transit Plan (S RTP). The subpopulations reviewed in this Appendix include:

- Figure A-1, Youths under 18 years of age – most children are unable to drive or do not have a parent/guardian to give them a ride, yet still have commitments outside of the home. Those who can drive may not have a car available.
- Figure A-2, Senior population ages 65 and older – senior adults need to travel to attend medical appointments, go grocery shopping, or do other errands, but many are either not comfortable driving or not able to drive anymore.
- Figure A-3, Individuals with a disability – disabled persons may be unable to drive due to medical concerns.
- Figure A-4, The population living below the poverty level – there are many financial barriers preventing people from owning a private vehicle. The low-income population is defined by factors such as household income and the number of dependent children.
- Figure A-5, Households without a vehicle available – public transit may be the best alternative for traveling longer distances for those who live in homes without vehicles.



Figure A-1
Concentration of Youth Population by Census Tract



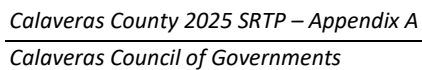
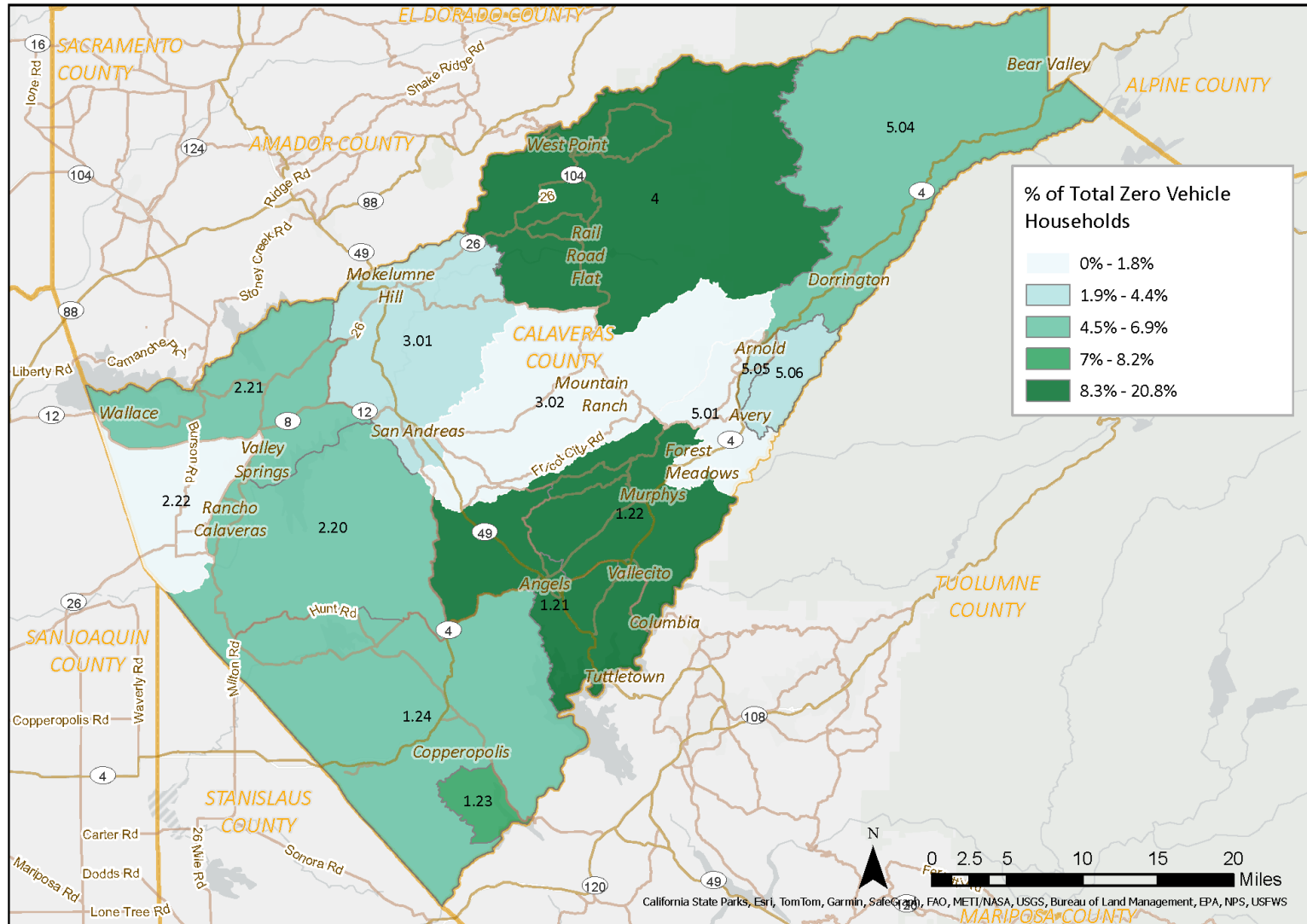






Figure A-5
Concentration of Zero-Vehicle Households by Census Tract



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 Short Range Transit Plan. The components of these existing plans, most pertinent to public transit and transportation services, are summarized below.

PLANNING DOCUMENTS

2024 Calaveras County Coordinated Public Transit Human Services Transportation Plan

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. Goals and strategies identified in the Coordinated plan include:

- Goal 1: Provide a Sustainable Public Transit System
 - Strategy 1.1—Continue to increase efficiencies on Calaveras Connect routes.
 - Continue coordinating Calaveras Connect services with community stakeholders and services providers.
 - Strategy 1.3—Improve schedule coordination with routes in Amador and Tuolumne counties.
- Goal 2: Sustainable Responses for Isolated Communities and Out-of-County Trips
 - Strategy 2.1—Pilot a mileage reimbursement program, similar to Tuolumne County’s TRIP program, to subsidize cost-effective lifeline transport.
 - 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.
- Goal 3: Integrated Transportation Information Network
 - 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.
 - 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.
 - 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.

- 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.
 - 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.
 - 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.
- Goal 5: Emergency Services Coordination: Collaborate around local emergency transportation initiatives to support Coordinated Plan target group members during times of emergency.
 - 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.
 - 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.
- 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.
 - 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.
 - Strategy 6.2—Continue integrating bicycle and pedestrian information into transit information.
 - Strategy 6.3—Ensure that highway corridor planning will address the needs of pedestrians, bicyclists, and transit riders.

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.

2023 Calaveras Transit Agency ZEB Rollout and Implementation Plan

The goal of the ZEB (Zero Emission Bus) Rollout and Implementation Plan is to outline the recommended steps in transitioning the CTA fleet to ZEBs to comply with California Air Resources Board (CARB) Innovative Clean Transit (ICT) mandates. The plan covers the fleet replacement and infrastructure requirements. High level findings include:

- The climate, terrain, and route distances in Calaveras County make ZEB implementation challenging.
- The transit fleet will need to be expanded from 9 cutaways and 2 vans to 11 cutaways and 3 vans to offer the same level of service with battery electric buses (BEBs).
- As the CTA's current yard is leased by the county, the landlord will need to be consulted prior to constructing the necessary charging infrastructure at this location.
- Fleet costs are expected to be 37 percent higher than a combustion engine vehicle fleet due to the higher cost of vehicles and charging infrastructure buildout costs.

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 2019 Central Sierra ZEV Plan was completed to support California goals to reduce greenhouse gas emissions from vehicles. The 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.

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 transit needs may include those 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 CCOG to consider input relative to transit needs from any group or member of the public wishing to express such 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 FY 2020-21 to FY 2024-25. 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 $\frac{3}{4}$ 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 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.

CALAVERAS COUNTY ACTIVITY CENTERS

Table C-1 provides a detailed list of activity centers by community in Calaveras County that are likely to generate transit demand. This list is not all-inclusive, but it paints a picture of where essential services and community resources are concentrated. This table was used in the development of Figure 3 and Figure 4 of *Technical Memorandum One*.

Table C-1: Major Transit Activity Centers in Calaveras County

	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						