



**FISCAL YEAR
2024-2025**

**CALAVERAS
COUNTY**

UNMET TRANSIT NEEDS FINDINGS REPORT



**CALAVERAS COUNCIL
of GOVERNMENTS**

Prepared by:
**Calaveras Council of
Governments**
444 E. Saint Charles St., Ste. A
San Andreas, CA 95249

Adopted: August 7, 2024
Resolution No.: FY25-1

Calaveras Council of Governments
COUNTY OF CALAVERAS
State of California
August 7, 2024

RESOLUTION NO: FY25-1

A RESOLUTION ADOPTING A DETERMINATION AND
FINDINGS OF NO UNMET TRANSIT NEEDS IN CALAVERAS COUNTY FOR FY 2024/2025

WHEREAS, the Calaveras Council of Governments (CCOG) held an Unmet Transit Needs Hearing in San Andreas on May 1, 2024 at the Calaveras Council of Governments meeting; and

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

WHEREAS, the Social Services Transportation Advisory Council (SSTAC) convened on May 9, 2024 to evaluate the requests for service and make recommendations; and

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

WHEREAS, the Calaveras Council of Governments has prepared a "Unmet Transit Needs Findings Report, Fiscal Year 2024-2025", declaring findings of no Unmet Transit Needs reasonable to meet pursuant to criteria established in the Transportation Development Act (TDA) and as adopted by this body on February 5, 2014;

NOW, THEREFORE, BE IT RESOLVED that the Calaveras Council of Governments approves the "Unmet Transit Needs Findings Report, Fiscal Year 2024-2025";

The foregoing Resolution was duly passed and adopted by the Calaveras Council of Governments at a regular meeting thereof, held on 7th day of August 2024, by the following vote:

RESULT:	ADOPTED BY CONSENT VOTE [UNANIMOUS]
MOVER:	Tim Muetterties, Citizen Member
SECONDER:	Caroline Schirato, City Council Member
AYES:	Amanda Folendorf, Tim Muetterties, Gary Tofanelli, Caroline Schirato
ABSENT:	Justin Catalano, Isabel Moncada, Pat Bettinger

ATTEST


Anne Dell'Orto, Clerk to the Council
Calaveras Council of Governments


Amanda Folendorf, Chair
Calaveras Council of Governments

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ATTACHMENTS

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

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EXECUTIVE SUMMARY

The purpose of this report is to document the Calaveras Council of Governments (CCOG) Unmet Transit Needs process for FY 2024/25. As the designated Regional Transportation Planning Agency (RTPA) for Calaveras County, the CCOG administers the Transportation Development Act (TDA). The TDA was signed by the Governor on November 4, 1971 to provide a dedicated revenue source to local jurisdictions for the development and support of public transportation and to encourage regional public transportation coordination.

The TDA is comprised of two funding sources: 1) the Local Transportation Fund (LTF), derived from $\frac{1}{4}$ percent of the general statewide sales tax collected in Calaveras County; and 2) the State Transit Assistance Fund (STA), derived from statewide sales tax on diesel fuel. STA funds can only be used to support public transportation services; however, the TDA does allow some flexibility on the use of LTF funds for non-public transportation purposes, when all “reasonable to meet” unmet transit needs are being met with existing services funded by LTF.

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

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

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

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

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

No Unmet Transit Needs were identified as Reasonable to Meet for FY 2024-25

Although there were no unmet transit needs that met the “reasonable to meet” criteria for fiscal year 2024/25, the Social Services Transportation Advisory Council (SSTAC) supports and encourages Calaveras Transit Agency to continue further assessment and analysis of partnership opportunities through recommendations outlined in the Coordinated Public Transit-Human Services Transportation Plan and outlined in the Short-Range Transit Plan. The SSTAC acknowledges the CCOG is completing updates to the Coordinated Plan and Short Range Transit Plan, which are two key planning documents and processes for evaluating current needs and identifying system improvements.

CHAPTER 1 INTRODUCTION

Background and Requirements

Background

Overview of the Transportation Development Act

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

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

TDA Funding Sources

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

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

Local Transportation Fund (LTF) revenue is derived from $\frac{1}{4}$ percent of the general statewide sales tax collected in Calaveras County (both incorporated and unincorporated). Each year, the amount of tax collected in each county is returned by the State Board of Equalization via the respective county's designated RTPA. The RTPA administrative responsibilities include the following:

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

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

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

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

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

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

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

Requirements

Unmet Transit Needs Process

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

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

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

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

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

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

Unmet Transit Needs Reporting

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

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

Social Services Transportation Advisory Council (SSTAC) Requirements

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

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

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

The responsibilities of the SSTAC include:

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

Status of FY 2023/24 Unmet Transit Needs Findings and Recommendations

The unmet transit needs process for FY 2023/24 resulted in no unmet transit needs. The Social Services Transportation Advisory Council (SSTAC) supports and encourages Calaveras Transit Agency in further assessment and analysis of partnership opportunities through implementation of the recommendations outlined in the Short Range Transit Plan and the Coordinated Public Transit-Human Services Transportation Plan.

CHAPTER 2 DEMOGRAPHIC INFORMATION

Transit Dependent Groups and Demographic Data

Transit Dependent Groups

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

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

Demographic Data

The determination of the size and location of identifiable population groups likely to be transit-dependent is based on information from the most current Coordinated Public Transit-Human Services Transportation Plan ("Coordinated Plan"). This includes data from the 2010 Census and most recent American Community Survey (ACS).

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

County Population Overview

Table 1 presents summary demographic information about the populations targeted for this Coordinated Plan for Calaveras County. Two time periods of 2017 5-Year Estimate and 2019 5-Year Estimate are presented, using the U.S. Census reporting of the American Community Survey which provides greater detail than does the decennial census.

Table 1, Calaveras County Target Population Groups and Characteristics

Target Groups	American Community Survey 2017 5-year estimates		American Community Survey 2019 5-year estimates		Percent Change	American Community Survey 2019 5-year estimates	
	2017 5-year estimate	% total of County	2019 5-year estimate	% total of County	% Change 2017-2019	California Statewide Comparison	
Total Population Estimate [1]	45,057	100.0%	45,514	100%	1.0%	39,283,497	100%
Median Age [2]	51.6		52			36.5	
CHILDREN AND YOUTH ages 0-17 [1]	7,945	17.6%	7,811	17.10%	-1.6%	9,022,146	22.9%
Children with a disability, Ages 2-17 [4]	382		437			297,749	0.7%
% Children with a disability	4.8%		7.9%			5.0%	
Children living in poverty	1,455	3.2%	1,491	3.2%	0	1,610,923	4.1%
% Children living in poverty	18.3%		19.5%			18.1%	
ADULTS 18-64 [1]	25,527	56.7%	25,184	55.3%	-1.3%	24,775,310	63.0%
Low-income Adults - 100% Federal Poverty Levels [3]	3,732	8.3%	3,016	6.6%	-1.9%	2,987,600	7.6%
% of adults	14.6%		12.1%			12.3%	
Disability [4] (non-institutionalized) Ages 18-64	4,287	9.5%	4,504	9.8%		1,945,386	4.9%
SENIORS [1]	11,585	25.7%	12,519	27.5%	8.0%	5,486,041	13.9%
ages 65-74	7,159		7,547			3,172,271	
% of all seniors	61.8%		60.2%			57.8%	
ages 75-84	3,267		3,594			1,600,241	
% of all seniors	28.2%		28.7%			29.1%	
ages 85+	1,159		1,378			713,529	
% of all seniors	10.0%		11.0%			13.0%	
Low Income Seniors - 100% Federal Poverty Levels [3]	489	1.1%	640	1.4%	30.8%	551,219	1.4%
% of all seniors	4.2%		5.1%			10.20%	
VETERANS [5]	4,511	10.0%	4,491	9.8%	0.0%	1,574,531	5.2%
Civilian Population 18 years and over	37,105	82.4%	37,670	82.7%		30,130,323	76.6%
Veterans period of service							
Gulf War (9/2001 or later)	224		328			309,021	
Gulf War (8/1990 to 2001)	302		496			284,290	
Vietnam Era	2,120		1,896			561,083	
Korean War	603		447			145,536	
World War II	250		264			66,574	
INCOME [6]							
Median household income	\$60,636		\$63,158			\$75,235	
total persons in poverty [3]	5,676	12.6%	5,147	11.4%	-9.3%	5,149,742	13.4%
EMPLOYMENT [7]							
Population 16 years and over	38,241		38,788			31,284,669	
Population 16 years and over employed	16,711		17,221			18,583,093	
Population 16 years and over in labor force	18,012		18,424			19,928,334	
Population 16 years and over unemployment rate	7.1%		6.4%			6.1%	

[1] B01001 Sex by age, 2017 & 2019 American Community Survey 5-year estimates

[2] B01002 Median age by sex, 2017 & 2019 American Community Survey 5-year estimates

[3] S1701 Poverty Status in the Past 12 months, 2017 & 2019 American Community Survey 5-year estimates

[4] S1810 Disability Characteristics, 2017 & 2019 American Community Survey 5-year estimates

[5] S2101 Veteran Status, , 2017 & 2019 American Community Survey 5-year estimates

[6] S1901 Income in the past 12 months, 2017 & 2019 American Community Survey 5-year estimates

[7] S2301 Employment Status, 2017 & 2019 American Community Survey 5-year estimates

Overall Calaveras County Demographic Changes

Key changes during these past five years include:

- Overall population of Calaveras County saw a 1% increase gaining about 500 persons.
- Children and youth age 17 and under have declined by 1.6%.
- Working aged adults, 17 to 64, also declined by 1.3%.
- Working aged adults with disabilities, ages 17 to 64, increased by about 225 individuals.
- Older adults increased by 8%, increasing the Countywide median age.

Income

Income factors for 2019 show an increase in low-income populations in the younger age groups. Low-income is defined by 100% of Federal poverty guidelines:

- Children in poverty increased growing from 1,455 children and youth to 1,491, this despite the 1.6% decline in the number of children and youth overall in the County.
- Working aged adults in poverty decreased by 1.9%.
- Seniors in poverty increased by 30.8%.
- The median household income increased from \$60,636 to \$63,158, but the income is 16% below the Statewide median household income of \$75,235.

Employment

Employment rates, as measured by the American Community Survey have improved, with the unemployment rate dropping from 7.1% to 6.4%. This is partly the result of a decreased working age population but also reflects the improving economy and increases in the number of available jobs. The 6.4% unemployment rate is comparable to the statewide 6.1% unemployment rate.

Housing

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

Geographic Distribution of Selected Populations Across the County

The demographic information discussed below is derived from the American Community Survey 2019 5-year estimates, the most recent available at this time.

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

County Population Overview

The population distribution in the County varies greatly, with the most residents along the southwest edge of the County, including the communities of Rancho Calaveras, Copperopolis, Angels Camp, and Valley Springs. Other populous areas are along the State Highway 4 and 49 corridors, and Mountain Ranch Road, each ending in the communities of West Point, Arnold, and Rail Road Flat, respectively.

Older Adults

Overall, about 27.5% of the County is over the age of 65. The American Community Survey has the majority of people living in the southwest portion of the County, however, there are areas along the Highway 4 (Angels Camp, Murphys, and Forest Meadows) and Highway 26 corridors (West Point) where there are high proportions of the population that are older adults.

People with Disabilities

The U.S. Census American Community Survey asks six questions to determine disability status and type and defines disabilities status by whether an individual has limitations that hinder participation at school, work, home, or in the community. In Calaveras County, approximately 9.8% of people have a disability. The areas with the highest number of people with disabilities are in the same areas that are most populous overall, along the State Highway 49 corridor and in the southeastern portion of the County.

People Living in Poverty

The national poverty thresholds are defined by the number and age of people living in a household. For example, in 2017, an older adult living alone with an income of less than \$11,756 would be considered to be living in poverty and a household consisting of a single parent with two children would be considered to be living in poverty if their household income were less than \$16,895. In Calaveras County, approximately 11.4% of households are living in poverty. The areas with the highest numbers of people in poverty include Copperopolis, the areas along the Highway 4 corridor (Angels Camp, Murphys, and Forest Meadows), and San Andreas.

CHAPTER 3 ADEQUACY OF TDA FUNDED TRANSIT SERVICES

System Overview, 2020 SRTP, Calaveras Transit Adequacy, and Alternative Public Transportation Services

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

Calaveras Connect System Overview

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

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

In response to the COVID-19 pandemic, the Calaveras Connect regular schedule was adjusted to provide Dial-A-Ride service to the majority of the County with only a single fixed route currently in operation, from Valley Springs to Angels Camp. Route deviations are available for the general public up to three-fourths mile from existing routes where roads are adequate for safe bus movement. Reservations are prioritized based on the needs of elderly and disabled individuals.

For Dial-A-Ride and On-Demand services, the operations contractor is responsible for receiving and prioritizing requests.

In fiscal year 2023/24, Calaveras Transit Agency operated 16,100 vehicle service hours, 413,089 vehicle service miles, and recorded 39,018 passenger trips.

Calaveras Connect regularly operates Monday through Friday, generally between the hours of 5:00 a.m. and 9:00 p.m. The Saturday Hopper, a Saturday service between San Andreas and Arnold every Saturday between the months of February and November was discontinued during the COVID-19 pandemic and reinstated July 10, 2021, operating between Angels Camp, Murphys, and Arnold (on-demand). Additional service is also provided for community events including the Calaveras County Fair and Jumping Frog Jubilee.

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

Existing Routes

Calaveras Connect routes are described below:

Red Line: The Red Line is the system's only current fixed route line, extending from State Route 26 at Vista del Lago (La Contenta Plaza) to Arnold eleven times daily, with an On-Demand extension to Columbia College in Tuolumne County. The first bus leaves San Andreas at 6:10 a.m. and the last bus returns to Valley Springs at 7:38 p.m. Buses run at 60-minute headways.

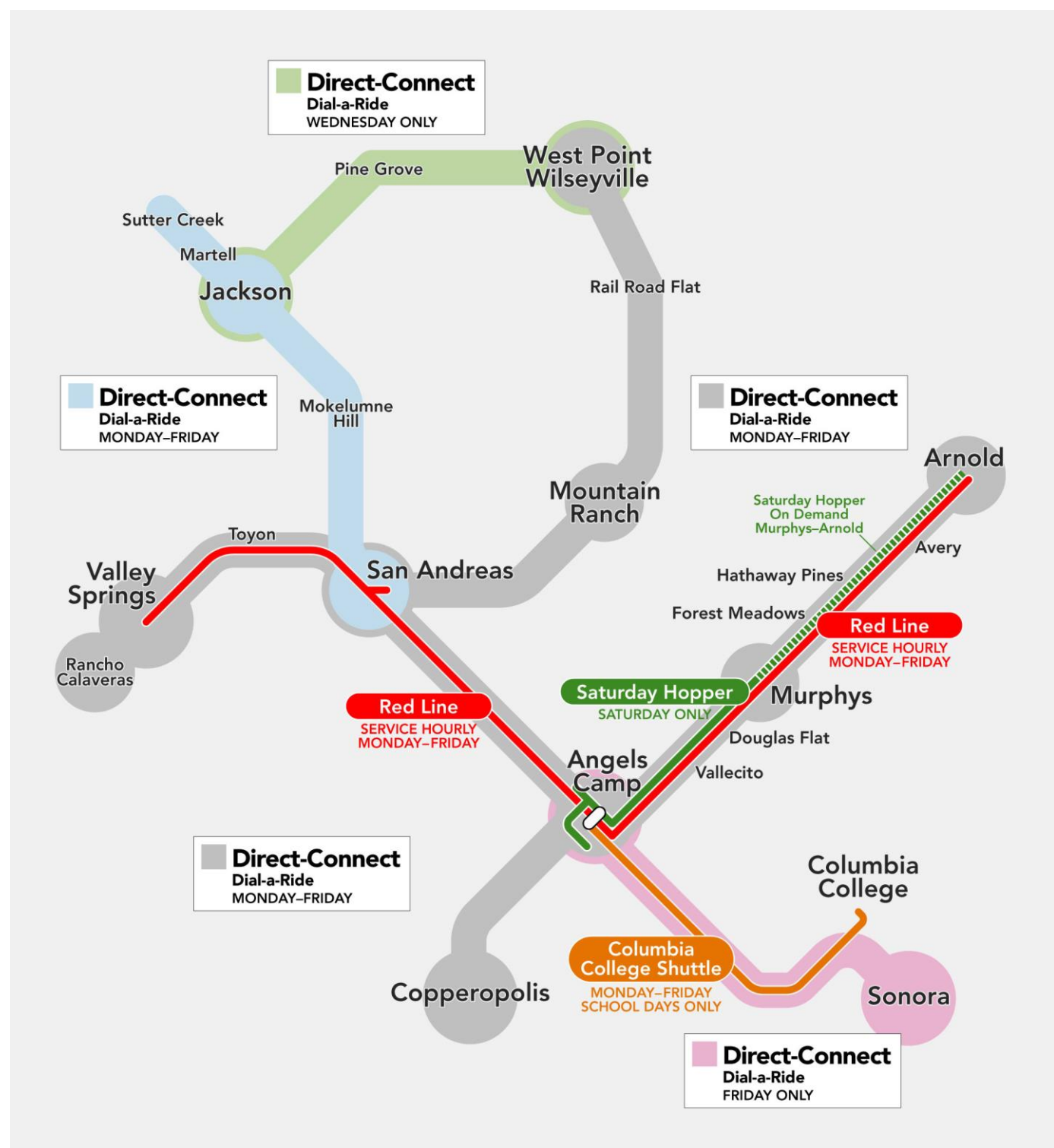
Direct-Connect Dial-A-Ride: Direct-Connect dial-a-ride is a curb-to-curb service connecting all Calaveras communities. Direct-Connect runs Monday through Friday. Requests need to be made to Calaveras Connect customer service by 3 p.m. the previous business day. Dial-A-Ride service to Tuolumne County is available on Fridays only.

Direct Connect Dial-a-Ride (Out of County): Direct-Connect dial-a-ride operates out of county On-Demand connections, serving the communities of Rail Road Flat, Mountain Ranch, San Andreas, Mokelumne Hill, Jackson, and Sutter Creek. In addition to providing connection to Amador Transit, this route serves the Sutter Hill Transit Center which connects directly to the Sacramento Express bus. On-demand requests can be made for pick-up and drop-offs to the Sutter Amador Hospital in Jackson. This route makes timed connections with the Red Line in San Andreas.

Direct-Connect dial-a-ride provides service between West Point and Jackson via State Route 26 and 88 on Wednesdays. Requests need to be made to Calaveras Connect customer service by 3 p.m. the previous business day.

Saturday Hopper: The Saturday Hopper operates seasonally March through November, providing seven trips each Saturday, every hour, between Murphys and Angels Camp, with connections to Arnold On-Demand.

Figure 4. Current Calaveras Connect System Map



Fares

In August 2020 the CTA Board approved a free fare program to alleviate the public from the hardships incurred by the ongoing COVID-19 pandemic, as well as to reduce exposure to our fleet operators. As COVID restrictions were lifted and Calaveras Connect resumed full regular service the CTA Board approved an updated Fare schedule shown below. Discounted fares are available for seniors (65+), persons with a disability, and Veterans. Children under 6 with a fare paying adult ride free. Transfers to and from Amador Transit and Tuolumne County Transit required regular fare.

Fare schedule as of January 2022:

Fares	Regular	Students	Discounted	Youth (7-12 years)
One-Way Base Fare*	\$1.50	\$1.50	\$1.00	\$0.50
All-Day Pass	\$4.00	\$4.00	N/A	N/A
Ticket Book (15 Tickets)	\$20.00	\$20.00	\$14.00	N/A
Monthly Pass**	\$40.00	\$35.00	\$30.00	N/A
Children Under 6	Free (with fare paying adult)			
Zone Change*	N/A	N/A	N/A	N/A
Saturday Hopper	\$3.00	N/A	\$1.50	\$0.50
DAR Service	\$3.00	\$3.00	\$2.00	\$1.00

Holidays

Calaveras Connect does not operate on the following holidays:

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

Holidays falling on weekends are observed on the nearest weekday.

Americans with Disabilities Act (ADA)

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

COVID-19 Impacts and Response

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

Demand for service and ridership plummeted after the Stay at Home order was enforced on March 20, 2020 resulting in the closure of many businesses, schools, and other activities that were frequent destinations of Calaveras Connect riders. On March 18, 2020 CTA suspended the Saturday Hopper service, followed by the suspension of all regular fixed route services on March 30th. CTA transitioned to on-demand service only to maintain a minimum level of lifeline services for those who rely on public transportation. In addition, a no fare policy was instituted. The no fare policy was not only to provide some financial relief for those who need it, but also as another measure to reduce/eliminate the need for drivers to come in contact with riders.

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

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



The Saturday Hopper was reinstated on July 10, 2021. In accordance with the Short-Range Transportation Plan and as COVID regulations were lessened CTA implemented new Regular Services maintaining the one Fixed Route, the Red Line from Valley Springs to Angels Camp, and officially instating County-Wide On-Demand as a regular service, taking effect January 2022.

Recent Planning Efforts

Short Range Transit Plan (S RTP)

An update to the 2016 Short Range Transit Plan (S RTP) began in 2019 with the final report submitted to the Board in January 2021. The primary purpose of the S RTP is to guide the development of Calaveras Transit Agency services (i.e., Calaveras Connect) in order to provide improved mobility for Calaveras County residents and visitors over the next five years.

The S RTP update was developed in parallel with the Coordinated Public Transit-Human Services Transportation Plan update (“Coordinated Plan”). The S RTP, coupled with the Coordinated Plan, involved significant community, stakeholder, and rider outreach. The next update process for the Short Range Transit Plan will begin in late 2024.

2020 Coordinated Public Transit-Human Services Transportation Plan

The 2020 Coordinated Plan was adopted by the CCOG on August 5, 2020. Like the SRTP update, 90 percent of the Plan was completed prior to COVID-19. The following is a summary of goals established by the Coordinated Plan. In February 2024 the update process for the Coordinated Plan began, with its completion anticipated by December 2024. The update will include a review of the 2020 Goals and strategies, with updates and introduction of new goals and strategies as appropriate.

Calaveras County Coordinated Plan goals, 2020-2024

Goal 0 – Covid-19 Public Transportation Responses

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

Goal 1 – Robust, Sustainable Public Transit

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

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

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

Goal 3 – Integrated Transportation Information Network

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

Goal 4– Housing and Transportation Coordination

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

Goal 5 – Emergency Services Coordination

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

Goal 6 – Addressing Infrastructure Needs

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

Both the Short-Range Transportation Plan and the Coordinated Public Transit-Human Services Transportation Plan can be found online at: <http://calaverasconnect.org/agency-documents/>

Adequacy of Calaveras Transit Services

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

limited “lifeline” service. The West Point, Mountain Ranch, and Rail Road Flat communities make up a small portion of the County’s total population, however, have high transit dependency.

Calaveras Connects regular services currently provide Dial-A-Ride service to these underserved areas Monday through Friday, and Dial-A-Ride service from West Point to Jackson on Wednesdays. The fixed route service has not proven cost effective to this area of the county given the low ridership and travel distance from central portions of the county. In addition, route deviations (from the main highway/road) in these remote locations are many times not operationally feasible for transit vehicles to access given the mountainous terrain and unpaved and narrow roads.

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

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

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

Summary of key findings from 2020 Coordinated Plan:

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

Recent Service and Fare Changes

In September 2018 the CTA implemented minor service changes to address timing issues and connections between routes and with neighboring transit systems. As part of these service

changes, CTA introduced additional discounts for Veterans, youth, and children. Recognizing major changes were recently implemented in 2017, the goal of these changes was to be minor and focused on addressing technical issues that were cost neutral. The CTA also implemented a rebranding effort in May of 2019, rebranding Calaveras Transit to Calaveras Connect. Goals of this effort included changing perception of transit services in Calaveras, increasing awareness, and enhancing public access and information to services. In August 2019 CTA implemented a free-fare program for the local junior college, Columbia College.

In August 2020 the CTA Board approved a free fare program to alleviate the public from the hardships incurred by the ongoing COVID-19 pandemic, as well as to reduce exposure to our fleet operators. The free fare program was initially approved for the 2020/21 fiscal year and was extended through December 31, 2021.

The Board approved new Fares and Services which began January 2022, outlined previously in this document.

Description of Other Transportation Service Providers in Calaveras County

Transportation in Calaveras County is also provided through non-profit organizations and private businesses. Many of the agency-provided transportation are limited to specific program participants or clients. These range from social and human service agencies to medical facilities and private taxi companies and are summarized in two categories: Human Service Agency Transportation Providers and Other Transportation Services.

Human Service Transportation

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

Arc of Amador and Calaveras

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

Area Served: Calaveras County

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

Eligibility: Enrolled Arc consumers

Reservations: Through Arc case manager

Vehicle Routes: 7 Vehicle Routes, Accessible

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

Blue Mountain

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

- Community Compass in Jackson
- Arc of Amador in Sutter Creek

Area Served: Calaveras County

Service Period: Weekday program hours

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

Reservations: Made through Valley Mountain Regional Center

Vehicle Routes: 6 Vehicle Routes
Annual One-Way Trips: Approx. 27,500 trips

Calaveras County Department of Behavioral Health

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

Area Served: Calaveras County

Eligibility: Enrolled clients of DPH

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

Vehicle Routes: 21, not all for client transportation

Annual One-Way Trips: 1,500

Common Ground Senior Services- *No Longer in Service*

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

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

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

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

Fare: Free – Donations appreciated

Vehicle Routes: 11 Vehicles

Volunteer Center of Calaveras

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

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

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

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

Reservations: Trips provided upon request and availability

Fare: Mileage reimbursement for drivers, upon request

Private Sector Transportation

Angels Cab

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

Area Served: Calaveras County.

Service Period: On-Demand

Fare: Trip based.

Gold Rush Tour Company

Service Description: Custom tours, charters and wine transportation

Area Served: Calaveras County

Service Period: Sunday - Saturday 9am-5pm

Fare: Tour and passenger based.

LogistiCare

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

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

Service Period: Weekdays

Eligibility: MediCal-approved consumers for LogistiCare-approved trips

Fare: Free

Murphys Taxi Service

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

Area Served: Calaveras County

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

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

Other Transportation Services**Amtrak**

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

Greyhound

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

CHAPTER 4 COMMUNITY OUTREACH

Public Hearings and Community Outreach

Public Hearings and Community Outreach

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

One Public Hearing was held this year at the Calaveras Council of Governments regular board meeting on May 1, 2024. This was noticed in a newspaper of communitywide circulation (See Appendix D for proof of publication). In addition to the required public hearing, additional outreach and needs assessment was gleaned from the Short Range Transit Plan and Coordinated Plan updates, as discussed in previous chapters of this report. This included the following:

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

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

CHAPTER 5 ANALYSIS OF COMMENTS RECEIVED

Definitions and Analysis of Public Testimony

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

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

An “Unmet Transit Need” is defined as:

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

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

The definition excludes:

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

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

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

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

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

Analysis of Public Testimony

All comments received during the Unmet Transit Needs process throughout the year are recorded on the Unmet Transit Needs Matrix. This Matrix is reviewed by the Social Services Transportation Advisory Council (SSTAC). Three Unmet Transit Needs were submitted during the FY 24/25 UTN process.

CHAPTER 6 UNMET TRANSIT NEEDS FINDINGS AND RECOMMENDATIONS

Summary of Findings, SSTAC Review, Recommendations

Summary of Findings

After consideration of all testimony received during the 2024/25 Unmet Transit Needs process, CCOG finds:

There are currently no “Unmet Transit Needs” reasonable to meet.

Social Services Transportation Advisory Council Review

The Social Services Transportation Advisory Council (SSTAC) met on May 9, 2024 to review all public comments and make a recommendation. CCOG staff developed the Unmet Transit Needs Findings Report based on these findings and recommendations and provided the draft report to the SSTAC for their review at the July 18, 2024 meeting.

Recommendations

A recommendation to accept the Unmet Transit Needs Assessment for the 2024/25 fiscal year is made to the CCOG Board. Although no Unmet Transit Needs which were reasonable to meet were identified, the SSTAC supports and encourages Calaveras Transit Agency in continued assessment and analysis of partnership opportunities through implementation of the recommendations outlined in the Coordinated Public Transit-Human Services Transportation Plan and the Short Range Transit Plan to address ongoing unmet needs.

ATTACHMENT A

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

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

RESOLUTION NO. FY 14-22

A RESOLUTION ADOPTING DEFINITIONS OF "Unmet Transit Needs"

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

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

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

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

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

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

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

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

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

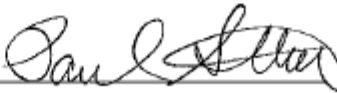
NOES:

ABSENT: Edson

ABSTAIN:

Attest:


Melissa Raggio, Clerk to the Council
Calaveras Council of Governments


Chair
Calaveras Council of Governments

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

RESOLUTION NO. FY 14-23

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

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

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

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

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

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

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

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

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

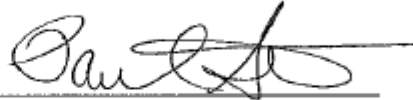
The foregoing resolution was duly passed and adopted by the Calaveras Council of Governments at a regular meeting thereof, held on the 5th day of February 2014 by the following vote:

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

NOES:

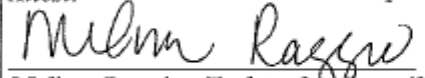
ABSENT: Edson

ABSTAIN:



Chair
Calaveras Council of Governments

Attest:


Melissa Raggio, Clerk to the Council
Calaveras Council of Governments

ATTACHMENT B

Unmet Transit Needs Form

REQUEST *for* PUBLIC COMMENTS UNMET TRANSIT NEEDS FORM

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

Date: _____

Name: _____ Telephone #: _____

Street Address: _____ City: _____ Zip Code: _____

Email: _____

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

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

☐ Convenience

☐ Scheduling

☐ Accessibility

☐ Other _____

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

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

I need to go from: _____ to _____

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

For the following purpose:

☐ Work

☐ Shopping

☐ School

☐ Recreation

☐ Medical

☐ Social (e.g., visit friend/family)

☐ Other _____

4) Please indicate what individuals need the service.

☐ Older Adults (55 or older)

☐ Youth (Under 18)

☐ Students

☐ Persons with Disabilities

☐ Individuals with limited means or without access to a personal vehicle

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

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

Calaveras Council of Governments

444 E. Saint Charles St., Suite A

PO Box 280

San Andreas, CA 95249

ekelly@calacog.org

Office: (209) 754-2094 Fax: (209) 754-2096

FOR STAFF USE ONLY

Received by _____ via _____

Date Received _____

ATTACHMENT C

Proof of Publication – Valley Springs News

**Calaveras County
Legal Notices**

**Public Notice for: Unmet Transit
Needs Public Hearing**

Are current public transit services meeting your needs? The Calaveras Council of Governments is fielding comments regarding unmet transit needs in Calaveras County! We invite you to provide your comments and concerns at the following public hearing. This meeting will be held in the Board of Supervisors Chambers and on the video conference platform Zoom.

Wednesday, May 1, 2024 @ 5:30 PM (Hearing)-
Scheduled

To give public comment, call one of the following phone numbers, if you get a busy signal on the first number, please try another: (866) 444-9171 or (720) 707-2869.

Meeting ID: 884 0019 9598 Password: 708444

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

Published: March 29, 2024 VSN

**PROOF OF PUBLICATION
(2015-5 C.C.P.)**

This space is for the County Clerk's filing Stamp

STATE OF CALIFORNIA
County of Calaveras

I am a citizen of the United States and a resident of the County aforesaid. I am over the age of eighteen years. I am the principal clerk of the printer of The Valley Springs News, a newspaper of general circulation, printed bi-weekly in the Township of Valley Springs, California, County of Calaveras, that the notice of which the annexed is printed copy (set in type) not smaller than nonpareil, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates: to wit:

3/29
all in the year 2024

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

Dated at Valley Springs, California

this *29th* day of *March*, 2024

Cheryl Hanson
Signature

THE Valley Springs NEWS

1919 Vista Del Lago, Unit 8
P.O. Box 1297, Valley Springs, CA 95252
(209) 772-2234

ATTACHMENT D**CCOG Board Meeting Public Hearing Meeting Minutes****CALAVERAS COUNCIL OF GOVERNMENTS**

AMANDA FOLENDORF
BOARD OF SUPERVISORS
GARY TOFANELLI
BOARD OF SUPERVISORS
CAROLINE SCHIRATO
CITY COUNCIL MEMBER
ISABEL MONCADA
CITY COUNCIL MEMBER
JUSTIN CATALANO
CITIZEN MEMBER
TIM MUETTERTIES
CITIZEN MEMBER
PAT BETTINGER
CITIZEN MEMBER



MELISSA RAGGIO
EXECUTIVE DIRECTOR
ANNE DELL'ORTO
ADMINISTRATIVE SERVICES
ERIN KELLY
TRANSPORTATION PLANNER
MONICA STREETER
LEGAL COUNSEL

May 1, 2024
5:30 PM
Regular Meeting Minutes

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

To view or participate in the meeting online, please use the following link:

<https://us06web.zoom.us/j/88400199596?pwd=tqN78DHYRNz3Xfeo8DxAV96M96jtRM.1>

To provide public comment by phone, dial 1 (669) 444-9171 or 1 (720) 707-2699; Access Code 884 0019 9596; Passcode: 708444. Please mute your phones once connected.

If you would like additional information or have questions on how to view or participate in the meeting online, please contact Dari Wilbur at dwilbur@calacog.org or at (209) 754-2094 or visit the CCOG website at: www.calacog.org/virtual-meeting-information/.

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

Call To Order

Attendee Name	Title	Status	Arrived
Amanda Folendorf	Chairperson	Present	
Tim Muetterties	Citizen Member	Present	
Justin Catalano	Citizen Member	Absent	
Gary Tofanelli	Board of Supervisors	Present	
Isabel Moncada	City Council Member	Present	
Caroline Schirato	City Council Member	Present	
Pat Bettinger	Citizen Member	Present	

Regular Meeting was called to order at 5:30 PM by Chairperson Amanda Folendorf

Pledge of Allegiance

1. Motion to Approve Member Requests to Participate Remotely Due to Emergency Circumstances Pursuant to Government Code Section 54953(F)(2)(A)(li)
 - a. Member's general description of the circumstances necessitating remote appearance
 - b. Public disclosure of any individual over the age of 18 present at remote location

No Council Members participated remotely.

CONSENT AGENDA

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Tim Muetterties, Citizen Member
SECONDER:	Pat Bettinger, Citizen Member
AYES:	Folendorf, Muetterties, Tofanelli, Moncada, Schirato, Bettinger
ABSENT:	Justin Catalano

2. Approval of the Calaveras Council of Governments Regular Meeting Minutes for April 3, 2024
3. FY 2023/24 Overall Work Program (OWP) Quarterly Report

REGULAR AGENDA

4. Public Comment
No public comment.
5. Caltrans Report-Verbal Report, No Supplemental Materials Included
Gregoria Ponce, Caltrans D10, provided information on SHOPP funding awards.
6. City and County Reports-Verbal Report, No Supplemental Materials Included
Robert Pachinger, County Public Works, provided an update on County projects including Wagon Trail.
Council member Moncada provided updates on City of Angels projects.
7. Unmet Transit Needs Public Hearing
Erin Kelly provided information on the Unmet Transit Needs process.
Chair Folendorf opened the Public Hearing regarding Unmet Transit Needs.
No public comment.
Chair Folendorf closed the Public Hearing.
8. Council Report-Verbal Report, No Supplemental Materials Included
No Council reports provided.
9. Staff Reports-Verbal Report, No Supplemental Materials Included
 - a. Transportation Planner Report
Erin Kelly shared that May is Try Transit month for Calaveras Connect offering free fares across all services for the month of May.

10. **ADJOURNMENT** - The next scheduled meeting of the CCOG is **June 5, 2024 5:30 PM**