

***Report & Findings:
Fiscal Year 2007-2008***

***UNMET TRANSIT NEEDS
IN CALAVERAS COUNTY***

Prepared by:
Calaveras Council of Governments

April 2007

Executive Summary

This report documents the Calaveras Council of Governments (CCOG) FY 2007/2008 unmet transit needs process to report any unmet transit needs as identified by the public, and to evaluate such needs based on 'reasonable to meet' criteria as adopted by the Social Services Transportation Advisory Council (SSTAC). Although many requests were deemed 'unreasonable to meet', all requests made during the Unmet Transit Needs process will play a key role in defining the short and long term improvements for Calaveras Transit. Once Unmet Transit Needs are documented they become an integral part of the transit planning process.

Of the Unmet Transit Needs that were identified, a trend was evident calling for improved and increased coordination between our two most heavily used routes (route 1 and 4, see Transit map, attachment D). All of these needs were determined reasonable to meet and will be addressed with the new iteration of Calaveras Transits' schedule. Two feasibility studies will also be conducted by SSTAC in coordination with CCOG to determine whether Saturday service and a commuter (6am) run to Lodi could be supported with the necessary ten percent farebox recovery.

Introduction

I. Overview of the Transportation Development Act

The Transportation Development Act (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 stable, dedicated revenue source for the development and support of public transportation in California. Allocations are made to counties based on population, taxable sales, and transit performance. TDA funds are administered via the Regional Transportation Planning Agencies (RTPA). The California Department of Transportation (Caltrans); Division of Mass Transportation provides program oversight and ensures local planning agencies complete performance audits and an annual Unmet Transit Needs Report and Findings, as required for participation in the TDA program.

II. Description of Funding Sources

A. Local Transportation Fund (LTF)

Revenue is derived from $\frac{1}{4}$ cent of the 7.25 cent retail sales tax collected statewide. Each year, the amount of tax collected in each county is returned by the State Board of Equalization via the respective county's designated Regional Transportation Planning Agency. 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.

Although the TDA allows some areas of predetermined flexibility in the types of projects eligible for LTF funds, the foremost objective is the development of public transportation services. In rural areas where transit needs can be met with less than the total available LTF, Article 8 claimants (i.e. a county or city) may request funds for certain non-public transportation related projects, including local streets and roads and facilities provided for the exclusive use of bicycles and pedestrians. The RTPA can not allocate funds for non-public transportation projects, however, until all reasonable to meet transit needs have been funded first.

The CCOG is the designated RTPA for Calaveras County. Within this area lie two eligible claimants: Calaveras County and the City of Angels (the only incorporated city in Calaveras County). In Calaveras, the County is the transit operator and Article 8 claimant.

Summary of LTF Allocation Purposes and Priorities

PRIORITY	PURPOSE	AMOUNT AVAILABLE
1	TDA Administration	As necessary
2	Pedestrian and Bicycle Facilities	Up to 2% of remaining money
Article 8 - Other Allocation (do not have any priority order after unmet transit needs are met)		
3a	Public Transportation Service Contract	Up to area apportionment
3b	Local Streets and Roads	Up to area apportionment
	Bicycle and Pedestrian Projects	Up to area apportionment

B. State Transit Assistance (STA)

Revenue is derived from a portion of the statewide sales tax on gasoline and diesel fuel. Funds are appropriated to the Controller by the Legislature, for allocation by formula to each RTPA. The formula allocates 50% of the funds according to population and the remaining 50% according to operator revenues from the prior fiscal year. STA allocations are deposited in each RTPA’s STA fund, and then to eligible claimant(s) by resolution adopted by the RTPA’s governing board.

STA funds can only be used for projects directly related to public transportation; they may not be allocated to fund administration or streets and roads projects.

III. Unmet Transit Needs Finding Process

Under the TDA, each RTPA is required to produce and submit an Unmet Transit Needs Finding to Caltrans; Division of Mass Transportation. The purpose of this document is to ensure that the TDA’s primary intent is satisfied prior to any

allocation for non-public transportation purposes. An Unmet Transit Needs Finding should include the following elements:

- ✓ Consultation with the Social Services Transportation Advisory Council (SSTAC),
- ✓ Assessment of the size and location of identifiable groups likely to be transit dependent or transit disadvantaged,
- ✓ Analysis of existing public transportation services in meeting identified needs,
- ✓ Analysis of alternative public transportation services that would meet identified needs, and
- ✓ Determination of identified needs as reasonable or unreasonable to meet.

This report documents the CCOG's Unmet Transit Needs process for FY 2007/08.

1. Definitions of Unmet Transit Needs and Criteria for Determination of Transit Needs that are Reasonable to Meet

As required by Public Utilities Code Section 99401.5, the Calaveras COG re-adopted the existing definition of "Unmet Transit Needs" that was originally adopted on April 14, 1999:

Public transportation services, specialized transportation services, or facilities provided for the exclusive use of pedestrians and bicycles which are not currently available to identifiable groups likely to be transit dependent or transit disadvantaged, including individuals eligible for paratransit and other specialized transportation services (per Section 12143 of Title 42 of the United States Code) and persons of limited means, including recipients under the CalWORKS program.

Unmet transit needs 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 processes; 2) improvements funded or scheduled for implementation in the fiscal year following the Unmet Needs Hearing; and, 3) future transportation needs.

The Calaveras COG also re-adopted the existing criteria for "Unmet Needs that are Reasonable to Meet" that were originally adopted on April 14, 1999:

- 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 funds, State Transit Assistance, FTA Section 5311 funds, and other transit-specific grants as may become available. 2) The proposed transit service, if implemented or funded, would allow the responsible operator or service claimant to meet the required 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 COG 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. 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 will benefit the general public, 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 COG Board that the proposed transit service combined with existing service will allow the system to meet or exceed performance standards such as cost per passenger trip, cost per vehicle service hour, passenger trips per vehicle service hour, passenger trips per service mile, on-time performance, and vehicle service hours per employee.*
- F) Operational Feasibility. There are adequate roadways and turnouts to safely accommodate transit vehicles.*
- G) Availability of Service Provider. A qualified contract operator is available to implement the service.*

2. Description of Current Public Transportation Services in Calaveras County

Calaveras Transit assumed limited transit services provided by the Human Resources Council under the name Calaveras Stagecoach in October of 1999. Soon afterward, deviating fixed route service was made available throughout Calaveras County, including the communities of San Andreas, Angels Camp, Arnold, West Point, Mountain Ranch, Mokelumne Hill, Valley Springs, Murphys, and others in between. All deviating fixed routes operate Monday through Friday. Direct service to neighboring counties is also provided, including Tuolumne County (Columbia College), Amador County (Jackson), and San Joaquin County (Lodi).

One-way cash fare was established at \$1.00 (75¢ for seniors, students, and persons with disabilities) and has remained the same since transit inception. Inter-county service to Lodi requires an additional fare when crossing the Calaveras/San Joaquin county line. All-day passes, books of tickets, and monthly passes may also be purchased. Free transfers are included between Calaveras Transit routes.

Key performance measures, including ridership and operating cost per passenger, continue to improve while system revenue struggles to meet the required ten percent farebox recovery ratio. The Calaveras Transit Semi-Annual Report completed in February 2006, states that this discrepancy is due to increases in fuel costs and the elimination of private charter services. The addition of the Bear Valley ski bus (weekends only) has

improved system revenue and pushes Calaveras County closer to reaching the required ten percent farebox recovery ratio for rural counties.

3. Unmet Transit Needs Public Participation Process

CCOG Staff worked closely with the SSTAC, Calaveras County Public Works (CCPW) and MV Transportation to advertise and solicit public comment during the unmet transit needs process. The following community outreach efforts were held to collect feedback regarding the transit system:

- January 11 6:30 p.m. Mountain Ranch, Community Hall
- January 22 6:00 p.m. Copperopolis, Black Creek Hall
- February 6 6:00 p.m. Angels Camp, Fire Station

The “hearing” was held before the Council of Governments on:

- February 14 6:30 p.m. San Andreas, Board of Supervisors’ Chambers

Public outreach meetings and the “hearing” before the Council of Governments were advertised in the Calaveras Enterprise and Union Democrat (Calaveras Edition) newspapers, as well as on transit vehicles (Attachment A). When possible, the hearings were coordinated with other important community meetings to maximize attendance and improve feedback. A one page tri-fold document was also created for distribution to various locations throughout the County (Attachment A). This document could be mailed to the CCOG with written comment. Comments were also received by e-mail, telephone and in-person at the CCOG and Transit offices. The SSTAC met on January 31, 2007 to re-adopt “reasonable to meet” criteria and again on March 7, 2007 to review the unmet needs requests received.

4. Identification and Qualification of Unmet Transit Needs

All transit service requests, whether obtained from current customers or those excluded from existing services, must first comply with the locally adopted definition of an ‘unmet transit need’ before consideration in the transit planning process. Some comments are discarded because no specific unmet need is identified (identified as ‘not enough information’) or the request does not suggest any transit service be made available or improved in a specific manner. In other cases, closely related comments are merged under one heading (indicated by an asterisk ‘*’). The following table summarizes those comments deemed applicable to the Unmet Transit Needs process.

'Unmet Transit Need' Determination

	Service Request	SSTAC Advised	Explanation
1	Route 4 connection to 10:30am Lodi Bus (not convenient)	No	Regional coordination exists, transfer possible, need already being met
2	Route 4 connection to 6:10am Sacramento Bus (not possible)	No	Not feasible
3	Calaveras Transit should connect to 5:05 pm Sacramento bus	No	Insufficient ridership
4	Work with Valley transit agencies to improve service in Valley/Bay**	No	Current practice, need already being met
5	Improve & Increase connections between route 1 & 4**	Yes	This request will be supported with improved connectivity between routes 1 and 4 (most heavily used routes)
6	Move Angels Camp transfer point to Visitors Center	No	Safety issues
7	Provide Link from Calaveras Transit website to CCOG site	Yes	Not an Unmet Need, but still a good recommendation. A link will be established
8	Reinstate 7pm service to/from Jackson	No	Insufficient ridership
9	Can't get to Columbia JC by 8am from Mountain Ranch*	No	Insufficient ridership
10	Can't return to Mountain Ranch from Columbia JC before 6pm*	No	Insufficient ridership
11	Bus regularly misses customers at Calaveras Mini-Storage	No	Service delivery issue, will be addressed with Service provider with written feedback of disposition
12	Service from San Andreas to Columbia by 9am and return by 3pm**a	Yes	Supporting education and the transit dependant are key requirements of public transportation systems
13	Bus Shelters and benches**	No	Excluded under "reasonable to meet" criteria. However, need is recognized and shelters/benches improvement program will be funded to provide amenities to customers
14	Direct service from San Andreas to Columbia JC ^a	Yes	Supporting education and the transit dependant are key requirements of public transportation systems
15	Use largest bus for Columbia JC run, its always too full	No	Current practice, need already being met
16	More service to Valley Springs during the day	Yes	This request will be supported with improved connectivity between routes 1 and 4 (most heavily used routes)
17	Weekend service***	No	Need recognized. Expensive to implement. Research needed. A survey will be conducted by SSTAC to determine extent of potential use
18	Bus service into the Forest Meadows Community	No	Private community; gated. Service provided to entrance of community
19	Service from Burson/Wallace at 7am to San Andreas	----	Pending possible implementation of a commuter run to Lodi. This service will be contingent upon the Lodi route

	Service Request	SSTAC Advised	Explanation
20	Mid-morning (10am) and early afternoon (2pm) service to San Andreas from Angels Camp	No	Current practice, need already being met
21	No transfer in Angels Camp between Save Mart shopping center and Frog Jump Plaza	Yes	This request will be supported with improved connectivity between routes 1 and 4 (most heavily used routes)
22	3pm service from Mountain Ranch to Valley Springs	No	Insufficient ridership
23	ARTS (Amador County) schedule advertises a 12:52 pm connection with Calaveras Transit that doesn't exist	No	Not a direct connection, but can still be made.
24	Allow Lodi schedule to be "flex" so it can make better connections	No	Current practice. Need already being met. Signage will posted to raise awareness of this practice!
25	Dial-A-Ride for Seniors*	No	Insufficient ridership
26	Pay drivers better and give them benefits*	No	This is a Service contract issue. Will be relayed to Service provider.
27	M-F Service to Bear Valley*	No	Service provided on weekends. Insufficient ridership during the week
28	County Supervisors should try riding the bus	No	Doesn't meet definition of Unmet Transit Need, not evaluated below
29	Direct service from Mountain Ranch to Rail Road Flat	No	Current practice, need already being met
30	Have a trip planning mechanism on the website	No	Doesn't meet definition of Unmet Transit Need. However, this tool is being developed currently. Not evaluated below.
31	Bus leaks, wet seat	No	Service delivery issue, will be addressed with Service provider with written feedback of disposition
32	More service to Mountain Ranch*	No	Insufficient ridership
33	Schedules should reflect school start times and end times so kids can ride to and from school	No	School children already have a dedicated service. Not evaluated below
34	Driver was playing rap music. Foul language should be addressed	No	Service delivery issue, will be addressed with Service provider with written feedback of disposition
35	Schedules are too tight, no allowances for deviations	Yes	Schedules will be augmented slightly to allow more time for deviations
36	Earlier/later runs to/from Sonora from Angels Camp so I can get to work	No	Not enough information (times).
37	Columbia JC bus should use Parrotts Ferry Rd	No	Eliminates connectivity with Angels Camp connection and Arnold connection. Unsafe driving conditions.
38	Service on the hour*	No	Not feasible based on farebox recovery requirement

	Service Request	SSTAC Advised	Explanation
39	Service to Copperopolis	Yes	Service anticipated to begin in July!
40	Morning, noon and evening service to Wilseyville	No	Insufficient ridership
41	Earlier run from Columbia JC to San Andreas	No	Not enough information
42	There is no service from La Contenta to downtown (youth center)	Yes	This request will be supported with improved connectivity between routes 1 and 4 (most heavily used routes)
43	Buses won't cross Hwy 49 into a shopping center to pick up customers	No	Service delivery issue, will be addressed with Service provider with written feedback of disposition
44	Lodi bus won't pick up customers at the Chocolate factory	No	Service delivery issue, will be addressed with Service provider with written feedback of disposition
45	ARC would like Calaveras Transit to use driveway constructed for Transit to pick up their customers	Yes	Implemented as of February 2007
46	Impossible to get to and from Murphys and San Andreas between 9am-3pm. Can't take classes at Columbia JC	Yes	This request will be supported with improved connectivity between routes 1 and 4 (most heavily used routes)
47	Bus from San Andreas to Angels Camp is difficult to catch because of tight connect and transfer times	Yes	This request will be supported with improved connectivity between routes 1 and 4 (most heavily used routes)
48	Jackson bus only goes to Raley's, it would be nice if it would go downtown	No	ARTS (Amador County) bus goes downtown
49	There are "deadhead" runs that could be taking passengers but aren't, is there anything we can do?	No	Service delivery issue, will be addressed with Service provider with written feedback of disposition
50	Buses don't always run according to published schedules	No	Service delivery issue, will be addressed with Service provider with written feedback of disposition
51	Transfer times are too long	No	Within standard times for rural communities with limited service
52	Lodi Commuter run @ 6am	---	Feasibility research needed. Determination will be pending until SSTAC makes a determination

* - received 2 or 3 requests

** - received 4 or more requests

*** - received 16 requests

^a - These service requests are already being provided, but will be enhanced by the findings of the SSTAC and the new schedule when implemented

5. “Reasonable to Meet” Determination

Overview

Transit service requests meeting the requirements of an ‘unmet transit need’ are next qualified as ‘reasonable to meet’ according to the following predetermined criteria: financial feasibility, cost effectiveness, community acceptance, equity, system impact, operational feasibility, and the availability of a service provider. Adopted definitions of both an ‘unmet transit need’ and ‘reasonable to meet’ criteria are documented in Chapter 1 of this report. Unmet Transit Needs that were identified but determined *unreasonable to meet* strictly due to financial obstacles (i.e. insufficient buses and/or operating expenses) will be included as future phases of transit development. The implementation of future phasing should be triggered by the availability of adequate resources, public support, and all other ‘reasonable to meet’ criteria.

The needs determined reasonable to meet can be summarized into the following categories: service delivery to the Copperopolis community; bus stop amenities for client comfort and improved and increased connections between route one and route four.

6. Social Services Transportation Advisory Council (SSTAC)

Overview

The purpose of the Social Services Transportation Advisory Council is to provide broad representation of social services and transit providers representing the elderly, disabled and persons of 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 in accordance with TDA procedures:

“Members of the SSTAC shall be appointed by the CCOG, which shall recruit candidates for appointment from a broad representation of social service and

transportation providers representing the elderly, persons with disabilities and persons of limited means. In appointing SSTAC members, the CCOG shall strive to attain geographic and minority representation among SSTAC members”.

The responsibilities of the Social Services Transportation Advisory Council are as follows:

- To annually participate 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 Calaveras Council of Governments on any other major transit issues.

The SSTAC met on January 31st, 2007 prior to the Unmet Transit Needs Public Hearing to discuss potential unmet transit needs that may exist in Calaveras County and to re-adopt the “reasonable to meet” criteria (See attachment B). The Council convened again on March 7th to evaluate each of the needs based on the adopted guidelines. The findings are listed below with supporting documentation for each request.

7. Service determination- Understanding the charts

The following “reasonable to meet” determinations were made by the SSTAC on March 7th, 2007. The “X” indicates that the stated request “failed” to meet the “reasonable to meet” criteria for the reason corresponding to the box in which there is an “X”. To review each of the criteria please refer to pages three and four of this document. The request only needs to fail one of the adopted criteria to be eliminated. The requests that “met” the criteria are marked with a “pass” in the right column. All other requests have been delineated into categories that appropriately determine how the request will be addressed, why the request failed to be evaluated or how the current schedule already meets the requested action. Additionally, three requests are pending further research before a definitive determination can be made.

Unmet Transit Need	Financial Feasibility	Cost Effectiveness	Community Acceptance	Equity	System Impact	Operational Feasibility	Availability of Service Provider
--------------------	-----------------------	--------------------	----------------------	--------	---------------	-------------------------	----------------------------------

Not reasonable to meet							
2	Route 4 connection to 6:10am Sacramento Bus (not possible)	X	X	X		X	
3	Calaveras Transit should connect to 5:05 pm Sacramento bus	X	X	X			
6	Move Angels Camp transfer point to Visitors Center			X		X	
8	Reinstate 7pm service to/from Jackson	X	X	X			
9	Can't get to Columbia JC by 8am from Mountain Ranch	X	X	X			
10	Can't return to Mountain Ranch from Columbia JC before 6pm	X	X	X			
18	Bus service into the Forest Meadows Community					X	
22	3pm service from Mountain Ranch to Valley Springs	X	X	X			
25	Dial-A-Ride for Seniors	X	X	X			
27	M-F service to Bear Valley	X	X	X			
32	More service to Mountain Ranch	X	X	X			
37	Columbia JC bus should use Parrotts Ferry Rd					X	X
38	Service on the hour	X	X	X		X	
40	Morning, noon and evening service to Wilseyville	X	X			X	
48	Jackson bus only goes to Raley's, it would be nice if it would go downtown	X	X	X			

Reasonable to meet		
5	Improve and increase connections between route 1 and 4	Pass
7	Provide Link from Calaveras Transit website to COG site	Pass
12	Service from San Andreas to Columbia by 9am and return by 3pm	Pass
14	Direct service from San Andreas to Columbia JC	Pass
16	More service to Valley Springs during the day	Pass
21	No transfer in Angels Camp between Save Mart and Frog Jump Plaza	Pass
35	Schedules are too tight, no allowances for deviations	Pass
42	There is no service from La Contenta to downtown (youth center)	Pass
46	Increased service between Murphys and San Andreas between 9am-3pm.	Pass
47	Tight connect and transfer times between San Andreas & Angels Camp	Pass
Need already being met		
1	Route 4 connection to 10:30am Sacramento Bus	Current schedule meets need
4	Work with Valley transit agencies to improve connection times	Current schedule meets need
15	Use largest bus for College run, it is always too full	Current schedule meets need
20	Mid-morning and early afternoon service to San Andreas from Angels Camp	Current schedule meets need
23	ARTS (Amador) schedule advertises a 12:52pm connection with Calaveras Transit that doesn't exist	Current schedule meets need, not a direct connection but transfer can still be made
24	Lodi bus should run on a "flex" schedule to make connections w/ other providers	Current schedule meets need
29	Direct service from Mountain Ranch to Railroad Flat	Current schedule meets need
39	Service to Copperopolis	New Schedule (July '07) will reflect this service request
45	ARC would like Calaveras Transit to use driveway constructed for transit so their customers can be picked up	Practice has been instituted
47	Impossible to get to and from Murphys and San Andreas between 9am-3pm	Current schedule meets need

Service Provider Issues	
11	Bus regularly misses customers at Calaveras Mini-Storage
26	Pay drivers better and give them benefits
31	Buses leak leading to wet seats
34	Drivers play rap music and fail to regulate foul language
43	Buses won't cross Hwy 49 into a shopping center to pick up customers
44	Lodi bus won't pick up customers at the chocolate factory, we must cross Hwy 12
49	There are "deadhead" runs that could be taking passengers but aren't
50	Buses don't always run according to published schedules
Not enough information	
36	Earlier/later runs to/from Sonora so I can to work from Angels Camp
41	Earlier run from Columbia College to San Andreas
51	Transfer times too long
Pending Feasibility Study	
17	Weekend service
19	Service from Burson/Wallce at 7am to San Andreas (pending outcome of Lodi run)
52	Lodi Commuter run, 6am

8. Summary of Necessary Service Enhancements and/or Modifications

The following 'unmet transit needs' deemed 'reasonable to meet' require initial planning to deliver these services in and around the County. The following summary of responses to transit service requests will be fully developed and begin implementation in the fiscal year 2007/2008.

Service delivery to Copperopolis:

The Copperopolis community represents roughly ten percent of the County's total population. Previous service to Copperopolis was ended on May 3, 2001. Since that time the population has steadily increased and transit service has become a growing need. Residents are requesting a route that connects them with Calaveras and Tuolumne County communities. Calaveras Transit performed a random mail survey of Copperopolis households and found strong support for transit service. Based on the results of the survey, it appears that adding a route from the Angels Camp transfer station to Copperopolis, serving communities in between, is warranted and economically feasible. This route will give Copperopolis area residents without personal vehicles access to Columbia College, Social Services, shopping and employment opportunities.

Bus stop improvements:

Bus shelters and benches at transit locations were requested numerous times during the unmet needs process. Fulfilling these requests will provide increased comfort for transit customers, potentially attracting additional riders and improving overall visibility of the transit system. Public Works has drafted a bus stop improvement program and the SSTAC is actively working to deliver as many amenities as quickly and cost effectively as possible.

Feasibility Studies:

The Social Services Transportation Advisory Council determined that two requested needs would need further evaluation due to the impacts they would have on the overall operation of Calaveras Transit. The first item was the most heavily requested need, weekend service. The SSTAC received sixteen separate requests for this addition to current services. Due to the expense of Saturday service (statistically ridership falls on the weekends) it was recommended that prior to funding this request research first be done to substantiate the potential ridership for service if implemented.

The second need that will be reviewed was the request for an early morning commuter (6am) service to Lodi. The implementation of this service would also be costly because of the distance traveled; however, past reports have indicated that fifteen percent of Calaveras County residents work in San Joaquin County. The ability to reduce single occupancy vehicle travel seems substantial but the SSTAC wants to have assurances that utilization of the service will take place prior to

funding. The SSTAC will embark upon a County-wide survey (random, statistically valid sample) to determine if these two identified needs are “reasonable to meet”.

Finding

Pursuant to Section 99401.5 (c) of the Transportation Development Act, the Calaveras Council of Governments hereby declares a finding of unmet transit needs that are reasonable to meet (see attachment C). Schedule modifications to routes one and four will be implemented by July 1, 2008 to address a variety of reasonable to meet transit needs as identified in the previous section. In addition, Calaveras County Public Works has prepared a bus stop improvement program to include a schedule of bus stop locations to receive bus stop shelters, schedule signage and benches. The SSTAC will use this document as a guide to quickly deliver as many amenities (benches) as possible in a blanket effort. Additional funding should be identified for these purposes to increase public awareness of existing transit service.

Attachment A

- **Unmet Transit Needs Public Hearing Notices**
- **Public Notice flyer**
- **Request for Public Comment, tri-fold document**

Attachment B

Calaveras COG Resolutions Adopting a Definition of “Unmet Transit Needs” and “Unmet Needs that are Reasonable to Meet”

Attachment C

**Calaveras COG
Funding of Unmet Transit Needs for FY 2007-2008
Board Resolution No. FY 07-15**

Attachment D

**Calaveras COG
Calaveras Transit Map**