

DRAFT

***Report & Findings:
Fiscal Year 2006-2007***

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

Prepared by:
Calaveras Council of
Governments
San Andreas, California

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Executive Summary

This report documents the Calaveras Council of Governments' (CCOG) FY 2006/2007 unmet transit needs process to report any unmet transit needs as identified by the public, and evaluate such needs based on 'reasonable to meet' criteria as adopted by the CCOG Board. Although many requests were deemed 'unreasonable to meet', all requests made during the Unmet Transit Needs process should play a key role in defining the short and long term plans for Calaveras Transit. Once Unmet Transit Needs are documented they become an integral part of the transit planning process.

Many of the Unmet Transit Needs are determined 'reasonable to meet', and believed to be feasible. A new transit schedule was developed by Calaveras County Public Works (CCPW) and becomes effective April 3, 2006. It is anticipated that the new schedule will address a number of unmet transit needs. Other unmet needs determined reasonable to meet will require initial planning processes, but can be implemented for fiscal year 2006/2007 assuming existing funding levels.

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 needs that exist in California. Allocations are made to counties based on population, taxable sales, and transit performance. TDA funds are administered at the local level via statutorily created Regional Transportation Planning Agencies (RTPA). The California Department of Transportation; 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). 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 with population less than 500,000) 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 the area of 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
to Calaveras County** **Relevant**

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 the California Department of Transportation; 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 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 Calaveras COG's Unmet Transit Needs process for FY 2006/07.

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 adopted the following definition of "Unmet Transit Needs" 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 adopted the following criteria for "Unmet Needs that are Reasonable to Meet" 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 10% 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. It is anticipated that the April 3 schedule implementation and addition of the Bear Valley ski bus will improve system revenue and assist in reaching the 10% farebox recovery ratio requirement.

3. Unmet Transit Needs Public Participation Process

CCOG Staff worked closely with the Social Services Transportation Advisory Council (SSTAC), Calaveras County Public Works (CCPW) and MV Transportation to advertise and solicit public comment during the unmet transit needs process. The following Unmet Transit Needs public hearings were held:

January 12	6:30 p.m.	Rail Road Flat, Community Hall
February 7	6:30 p.m.	Copperopolis, Black Creek Hall
February 8	6:30 p.m.	San Andreas, Board of Supervisors' Chambers

Public hearings were advertised in the Calaveras Enterprise and West Point News newspapers, as well as by flyer posted at the Calaveras County Library, the San Andreas Senior Center, Mother Lode Job Training, on transit vehicles and other prominent locations (Attachment A). The hearings were coordinated with other important community meetings to maximize attendance and improve outreach. 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 office. The SSTAC met on March 16, 2006 to critique the Unmet Needs Process and review the 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 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. The following table summarizes those comments deemed applicable to the Unmet Transit Needs process.

'Unmet Transit Need' Determination

	Service Request	Meets Adopted UTN Definition	Explanation
1	New, up-to-date schedules	Yes	Schedules that reflect elimination of runs effective 1/3/06
2	Increased advertisement, advertise in the <i>Buy and Sell</i>	No	Increased marketing
3	Pick up stop located closer to home on Centennial Mine Road	Yes	Bus stop closer to home or expanded deviation area
4	Increased service from RR Flat, Glencoe, West Point to Jackson	Yes	Access to employment, shopping and other amenities.
5	Service to Wilseyville	Yes	Weekday service to Wilseyville on West Point route
6	Increased service to Jackson	Yes	Access to employment, shopping and other amenities.
7	Weekend service (multiple requests)	Yes	Extend service to Saturday and/or Sunday
8	Stop at the Red Corral Hwy 26 & 88 intersection	Yes	Extend West Point route to connect with ARTS on Hwy 88
9	Better identify bus stops and post current schedules	No	Increased visibility of stops and schedules
10	Benches, signs and schedules at all designated bus stops	Yes	Bus stop facilities
11	More advertising, marketing	No	Improved awareness
12	Better identification of bus stop at Columbia College	No	Clarify and designate bus stop location at the college; need is currently being met
13	Better connections from Mountain Ranch to Columbia College	Yes	Need to arrive at Columbia before 8 a.m. for first scheduled class (first possible arrival is 10:42 am)
14	Increased visibility and exposure, outreach	No	More access to transit information, more advertising and marketing
15	Education program for potential riders	Yes	Peer rider service, specialized transportation service
16	Make the schedule easier to read, more understandable	No	Easier to read time tables
17	Earlier and later service to Lodi for work in Stockton and Sacramento	Yes	Schedules that coordinate with regular work hours for valley commuters
18	Service that is compatible with jury duty hours	No	Arrive at government center before 8:00 am and leave at close of court; need is currently being met

'Unmet Transit Need' Determination

	Service Request	Meets Adopted UTN Definition	Explanation
19	Stop in West Point on Main Street	No	Need is currently being met
20	Mid-day service to/from Arnold	Yes	Additional runs to reduce layover times, improve mobility
21	Delayed service communication to patrons waiting for bus	Yes	Communication with clients for anticipated delays
22	Request for bicycle lanes to access transit	Yes	Accessible bus stops to promote multi-modal system
23	Dial-A-Ride services for medical or mental health counseling	Yes	Specialized service for those who may need on-demand transportation
24	Express service run for government center employees	Yes	Express run to coordinate with regular work hours at the government center
25	Better connections from route to route to minimize wait time	Yes	Minimize layovers especially in non-activity center locations
26	Run from San Andreas to Rail Road Flat at 6:20 p.m.	Yes	Route 2 run to RR Flat in the evening between 5 and 7 pm
27	Extended service in the evening and morning	Yes	Runs that coordinate with regular work shifts.
28	Additional stops off of the State Highways	No	Covered under 3/4 mile route deviation; need is currently being met
29	Regular service to/from Burson	No	Extend or modify route to include Burson on a more regular schedule; Burson is currently covered in Lodi route
30	Service from Angels Camp to San Andreas Head Start	No	Deviation to Head Start for day-care drop off is currently met through 3/4 mile deviation
31	Increased hours of operation	Yes	Service expansion
32	Special event service	Yes	Service to special events such as Frog Jump, Grape Stomp, Irish Days etc.
33	Evening service from Angels Camp to Copper	Yes	Scheduled service to coincide with school and work schedules
34	Evening service from Copper to San Andreas	Yes	Service to access evening central library activities
35	Intracity service in Copperopolis	Yes	Service throughout Copper community to access various locations
36	Service from Copper to Columbia College	Yes	Schedules that are compatible with Columbia class schedules
37	Service from Angels Camp through Copper to Lodi	Yes	These all relate to expanded transit system service to Copperopolis

'Unmet Transit Need' Determination

	Service Request	Meets Adopted UTN Definition	Explanation
38	Service to Bar 20 (between Angels Camp and Copper)	Yes	Service to communities between Copper and Angels Camp
39	Service from Copper to Modesto	Yes	Increased access to shopping, employment, etc.
40	Service to Sierra Conservation Center	Yes	Major area employer with 3 regular shifts, schedules to coordinate with shift changes
41	Service from Copper to Sonora and Jamestown	Yes	Increased access to shopping, employment, etc.
42	Dial-A-Ride services for seniors, physically challenged	Yes	Specialized transportation service for those unable to access bus stops
43	Weekend service between Copper and Columbia College	Yes	Transit service from Copperopolis to Columbia College, service expansion to Copperopolis
44	Improved accessibility to bus stop locations	Yes	Better pedestrian and bicycle facilities
45	Parking facilities at various transit stop locations, i.e. park and ride	No	Parking facilities for the exclusive use of persons with vehicles to connect with transit
46	Local shuttles to access transit system	Yes	Specialized transportation service; shuttle that go beyond 3/4 mile deviation to connect transit dependent with system
47	Increase funding for vehicle maintenance	No	Operational improvement being addressed by management
48	Limit drivers' work schedules	No	Safety concern being addressed by management
49	Increase number of drivers	No	Operational improvement being addressed by management
50	Improved Timeliness	No	Deviations affect schedules; schedules are adjusted through normal planning processes
51	Proper notice of cancelled runs or routes	Yes	Contact with potential riders in advance or at bus stop locations
52	Shelters at bus stops to keep out of the rain	Yes	Bus stop facilities being addressed in the bus stop improvement program
53	Service to Sacramento	No	Currently need is met through connections with ARTS

'Unmet Transit Need' Determination

	Service Request	Meets Adopted UTN Definition	Explanation
54	Service to Stockton (11 requests)	No	Currently need is met through Lodi connection
55	Service to Sonora (5 requests)	No	Currently there are 5 connections with Tuolumne Co. Transit to Sonora
56	More frequent service to Angels Camp	Yes	More runs through Angels Camp throughout the day
57	Additional stops in San Andreas from Valley Springs	No	Currently met, bus will stop anywhere along the road that is safe to do so
58	Service to Modesto	Yes	Lodi connection does not currently reasonably meet this need (it would take almost a whole day to get to Modesto)
59	Service to Jackson Casino	No	Currently met through connections with ARTS
60	Service from Wallace to San Andreas	No	Currently met through Lodi route
61	Service to Martell shopping (K Mart, Wal Mart, and Dollar Tree)	No	Currently met through connections with ARTS
62	More frequent service to Lodi	Yes	Expanded service, more runs.
63	Holiday Service	Yes	Bus service on various holidays
64	Service from The ARC to Valley Springs gym (5 requests)	No	Currently met through coordination with the ARC
65	Mid-day service from Jackson	Yes	Run between 12 noon and 3 pm
66	Scheduled runs that coincide with AA and NA meetings	Yes	Determine when and where meetings occur to coordinate bus schedules.
67	Service from Mountain Ranch to San Andreas	Yes	Increased runs that are compatible with Mountain Oaks school day schedule

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 expansion to include the Copperopolis community; bus stop amenities for client comfort, improved access and increased visibility; connections to Columbia College route arriving for 8 a.m. classes; a specialized transportation education or outreach program for potential riders; earlier and later runs to Lodi for work in valley communities; and transit service to and from special public events in the County.

Unmet Transit Need	Financial Feasibility	Cost Effectiveness	Community Acceptance	Equity	System Impact	Operational Feasibility	Availability of Service Provider
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Not reasonable to meet							
3	Pick up stop located closer to home on Centennial Mine Road	Fail	Fail			Fail	Fail
4	Increased service from RR Flat, Glencoe, West Point to Jackson	Fail	Fail			Fail	
5	Service to Wilseyville	Fail	Fail			Fail	
6	Increased service to Jackson	Fail	Fail			Fail	
7	Weekend service (multiple requests)	Fail	Fail			Fail	Fail
8	Stop at the Red Corral Hwy 26 & 88 intersection	Fail	Fail			Fail	
20	Mid-day service to/from Arnold	Fail	Fail			Fail	
21	Delayed service communication to patrons waiting for bus		Fail		Fail		Fail
23	Dial-A-Ride services for medical or mental health counseling	Fail	Fail			Fail	Fail
24	Express service run for government center employees	Fail	Fail		Fail	Fail	
34	Evening service from Copper to San Andreas	Fail	Fail			Fail	
35	Intracity service in Copperopolis				Fail	Fail	Fail
37	Service from Angels Camp through Copper to Lodi	Fail	Fail			Fail	
39	Service from Copper to Modesto	Fail	Fail			Fail	Fail
40	Service to Sierra Conservation Center		Fail			Fail	Fail
41	Service from Copper to Sonora and Jamestown	Fail	Fail			Fail	Fail
42	Dial-A-Ride services for seniors, physically challenged	Fail	Fail			Fail	Fail
43	Weekend service between Copper and Columbia College	Fail	Fail			Fail	Fail
46	Local shuttles to access transit system				Fail		Fail
51	Proper notice of cancelled runs or routes				Fail		Fail
56	More frequent service to Angels Camp	Fail	Fail		Fail		
58	Service to Modesto	Fail	Fail			Fail	Fail
62	More frequent service to Lodi	Fail	Fail			Fail	
63	Holiday Service	Fail	Fail			Fail	Fail
67	School schedule service from Mountain Ranch to San Andreas	Fail	Fail		Fail	Fail	

		Unmet Transit Need	Financial Feasibility	Cost Effectiveness	Community Acceptance	Equity	System Impact	Operational Feasibility	Availability of Service Provider
Reasonable to meet									
1	New, up-to-date schedules								Pass
10	Benches, signs and schedules at all designated bus stops								Pass
13	Better connections from Mountain Ranch to Columbia College								Pass
15	Education program for potential riders								Pass
17	Earlier and later service to Lodi for work in Stockton and Sacramento								Pass
22	Request for bicycle lanes to access transit								Pass
25	Better connections from route to route to minimize wait time								Pass
26	Run from San Andreas to Rail Road Flat at 6:20 p.m.								Pass
27	Extended service in the evening and morning								Pass
31	Increased hours of operation								Pass
32	Special event service								Pass
33	Evening service from Angels Camp to Copper								Pass
36	Service from Copper to Columbia College								Pass
38	Service to Bar 20 (between Angels Camp and Copper)								Pass
44	Improved accessibility to bus stop locations								Pass
52	Shelters at bus stops to keep out of the rain								Pass
65	Mid-day service from Jackson								Pass
66	Scheduled runs that coincide with AA and NA meetings								Pass

 Need is anticipated to be met by the new schedule, effective April 3, 2006

 Considered in CCPW bus stop improvement program

6. 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 implemented in the fiscal year 2006/2007.

Service expansion 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, as well as Calaveras Works Human Services and other government center based resources in San Andreas. In addition, conversations with Tuolumne County Transit to provide service from Copperopolis to Tuolumne communities could be initiated to fulfill those unmet need requests that are currently determined unreasonable to meet.

Bus stop improvements:

Amenities such as shelters and benches at bus stop 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 is drafting a bus stop improvement program and Calaveras County District 2 communities are actively pursuing bus stop shelter implementation through volunteer community service labor.

Requests were also received for improved bicycle and pedestrian facilities within the transit system to encourage and develop a multi-modal system. Calaveras County Public Works, the City of Angels, and CCOG staff will work together to produce criteria for prioritizing bicycle and pedestrian facility projects. Facilities that connect communities with transit will be considered high priority projects. Once the criteria are established, facility construction can occur as resources become available in fiscal year 2006/2007 and beyond.

Improved Columbia College service:

Schedule modifications that allow students to attend 8 am classes at Columbia Community College were requested throughout the service area. Residents of the northeast portion of the County were particularly interested in access to Columbia College and schedules that coincide with class start and end times. The new schedule will accommodate many County communities. The new schedule should be monitored and evaluated using key performance indicators and adjustments can be made to accommodate those unmet transit needs as requested.

Ridership education program:

This request can be implemented with minimal investment. The SSTAC, CCOG staff, transit staff, and community volunteers will be valuable resources for this proposed program. A pilot peer ridership program will be developed for fiscal year 2006/2007 with the goals of increasing ridership and raising public awareness. Partnerships with social service providers can provide their clients with pertinent transit information for accessing needed services. For example, these efforts can fulfill the request for scheduled runs that coincide with 12-step programs by informing clients of the transit services that match up with current program schedules.

Commuter services for valley employment:

This need may require minor schedule modifications to the Lodi route. Coordination with Tuolumne County Transit could result in earlier departure times to connect with valley commuter services. This need can also be met through coordination with the Foothill Commuter Services Project initiated by the Amador County Transportation Commission. Calaveras Transit will participate in this program to match foothill commuters with transit, ride sharing and van pools to valley employment.

Special event service:

Specific requests for transit service to County events such as the County Fair, Grape Stomp, and Irish Days were received. Most of these events occur on weekends when regular transit service is unavailable. Calaveras Transit is interested in exploring this service and providing runs if ridership numbers can support the increased service. Initial implementation in fiscal year 2005/2006 has demonstrated some success and increased special event service is anticipated in 2006/2007.

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. Schedule modifications implemented April 3, 2006 will address a variety of reasonable to meet transit needs as identified in the previous section. In addition, Calaveras County Public Works is preparing a bus stop improvement program to include a schedule of bus stop locations to receive bus stop shelters, schedule signage and benches. Additional funding should be identified for these purposes to increase public awareness of existing transit service. Additional needs determined reasonable to meet will be accommodated as discussed in the previous section.

Although improved accessibility of transit information including increased marketing, did not qualify as an 'unmet transit need' per the adopted definition, it is nevertheless considered an essential component in the overall success of the system. As such, Calaveras Transit is committed to implementing the 2004 Marketing Plan prepared by Moore & Associates as resources become available. In addition, staff continues to attend various community events and meetings to educate the general public about transit services in Calaveras County.

Attachment A

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

Attachment B

Calaveras COG Board Minutes Defining “Reasonable to Meet”

Attachment C

**Memorandum to Calaveras COG Board
Report and Findings FY 2006-2007;
Unmet Transit Needs in Calaveras County
Draft Report**

Attachment D

Calaveras COG Unmet Transit Needs Findings: FY 2006-2007 Board Resolution