



SACOG Unmet Transit Needs Finding Process

The Transportation Development Act (TDA) is a state law, which provides funding for public transportation from a portion of sales tax collected from each county. The Sacramento Area Council of Governments has TDA administration responsibilities for Sacramento, Sutter, Yolo and Yuba Counties. The annual Unmet Transit Needs Finding process as described below is required by TDA law to identify transit needs and to determine whether remaining TDA funds after transit expenses can be used for streets and roads projects in some jurisdictions.

1. **Unmet Transit Needs Finding Process Requirements**

TDA statutes require that SACOG follow a specific process in making an unmet transit needs finding for each jurisdiction in the region. The process includes the following actions:

- a. Establish a Social Service Transportation Advisory Council for each County to participate in the unmet transit needs finding process.

The Social Service Transportation Advisory Council - Each county's SSTAC participates in the identification of unmet transit needs and the determination whether those needs are reasonable to meet. They preside, along with a SACOG Board member, at unmet transit need public hearings in each county. The composition of the SSTAC is set forth in statute and consists of representatives of (number in parenthesis denote number of required representatives): potential transit users who are 60 years of age or older (1); physically disabled (1); social service providers for seniors, including a transportation provider (2); social service provider for persons of limited means (1); and, representatives of the CTSA, including a transit operator (2). Because of the presence of urbanized areas within the rural counties in the region, SACOG also seeks the participation of at least one transit rider who is a commuter in order to obtain input on commuter needs.

- b. Identify transit needs, which have been considered as part of the transportation planning process.
- c. Members of the SSTAC and at least one representative of the SACOG Board of Directors conduct public hearings in each county to receive public comments regarding unmet transit needs. A total of nine to eleven hearings are held yearly within the four counties.
- d. SACOG staff and SSTAC members meet identify potential unmet transit needs. Conduct analysis of comments using Board adopted definitions of "unmet transit needs" and reasonable to meet." (See the following section) An important consideration of whether a need is reasonable to meet is the ability of an operator to maintain the required farebox recovery ratio under the TDA statutes. SACOG staff prepares an analysis of unmet transit needs including those identified in the

last short range transit plan update to determine whether they are reasonable to meet, and makes a recommendation for SSTAC consideration.

SACOG staff and the SSTAC meet to discuss staff analysis and recommendations. The SSTAC can formulate its own recommendation to the SACOG Board, if it is different than that of the staff recommendations. Typically, both the SSTAC and the SACOG staff present to the Board a joint recommendation.

- e. The SACOG Board receives, during a regularly scheduled Board meeting, reports from staff on the public hearing results and the joint recommendation. The entire SACOG Board then holds a final public hearing to receive any additional testimony regarding transit needs that may be reasonable to meet. The Board then makes one of the following three possible findings (one for each county and the Sacramento Regional Transit District):
 - 1) there are no unmet transit needs, or
 - 2) there are no unmet transit needs that are reasonable to meet, or
 - 3) there are unmet transit needs, including transit needs that are reasonable to meet.

If it is found that there are unmet transit needs that are reasonable to meet, then those transit needs must be met before any TDA funds can be released for streets and roads projects.

2. Definitions of “Unmet Transit Needs” and “Reasonable to Meet”

TDA regulations require SACOG to adopt definitions of "unmet transit needs" and "reasonable to meet" to guide staff analysis as to whether an identified need is an "unmet transit need that is reasonable to meet". **On January 20, 1994**, the Board adopted the following definitions:

- a. Unmet Transit Needs - A request must identify:
 - i. The **size, location and socio-economic** characteristics of identifiable **groups** likely to be dependent on transit (including, but not limited to elderly, disabled, and low income persons, including individuals eligible for paratransit and other special transportation services pursuant to the federal Americans with Disabilities Act of 1990), **trip purposes** (such as medical, nutrition, shopping, business, social, school and work) and **geographic boundaries** and/or major origin and destination points.
 - ii. The **adequacy** of **existing** public transportation services and specialized transportation **services**, including privately and publicly provided services, in meeting the identified demand.

- iii. An analysis of the **potential** alternative public transportation and specialized transportation **services** that would **meet** all or part of the **demand**.

b. Reasonable to Meet

An unmet transit need that meets the definition above and meets **all** of the following criteria shall be considered reasonable to meet:

- i. **Community Acceptance** – There needs to be demonstrated interest of citizens in the new or additional transit service.
- ii. **Equity** – The proposed new or additional service will benefit, either the general public (i.e., transit dependent or disadvantaged) or the elderly population and persons with disabilities.
- iii. **Potential Ridership** – The proposed transit service will maintain new service ridership performance standards established for the transit operator in the Short Range Transit Plan. Ridership performance standards can include passengers per hour and passengers per mile.
- iv. **Cost Effectiveness** – The proposed new or additional transit service will not affect the ability of the overall system to meet the state mandated farebox recovery ratio requirement after a two-year exemption period, if the service is eligible for the exemption. If the exemption is not used, the service must meet minimum farebox return requirements as stated in the TDA statutes or established by SACOG.

Unmet Needs Comments Deemed Reasonable to Meet - Summary

Service	Not An Unmet Need	Unmet Need	Unmet Need that is Reasonable to Meet	Comments
Sacramento County				
Elk Grove (e-TRAN)			An additional run added to the bus 52 in the morning and evening since it is frequently standing room only.	The City of Elk Grove transit system will add more trips on June 17, 2007. Route #52 will have a 10 a.m. and 10 p.m. trip. This is an unmet need that is reasonable to meet.
			Express service from Elk Grove to the Old Placerville Road area in Rancho Cordova.	e-TRAN plans to ask the Elk Grove City Council in summer 2007 for authorization to provide commuter bus service to Rancho Cordova. The request will then be passed on to the Sacramento Regional Transit District who will make the final decision on whether or not to allow e-TRAN to serve the City of Rancho Cordova. This is an unmet transit need that is reasonable to meet.
			An additional run of the e-TRAN route #57 during the rush hour between 7:00 a.m. and 7:30 a.m.	The City of Elk Grove transit system plans to add an additional route #57 trip in the morning & evening in August. There is ridership demand for this request. This is an unmet need that is reasonable to meet.
			Express buses to downtown Sacramento that run late enough in the morning or evening to fit a 9 a.m. to 6 p.m. schedule.	There is currently commute service that arrives in downtown Sacramento at approximately 8:30 a.m., but no service that leaves downtown after 6 p.m. This is an unmet need that is reasonable to meet..
SRTD			As suggested in the Folsom SRTP, that RT should extend route #24 to the Historic Folsom light rail station with 30 minute service at the peak periods.	Bus service provided by SRTD to/from the Historic Folsom light rail station to/from the Orangevale area of Sacramento County is being looked into. This is an unmet need that is reasonable to meet.
			RT routes #23 & 25, increased frequency along these routes and expanded service to Mercy San Juan Hospital.	Sunday service is being considered on the route #25. The ridership on the route #23 would not support the suggested changes. The route #25 changes are unmet needs that are reasonable to meet.

Unmet Needs Comments Deemed Reasonable to Meet - Summary

	Not An Unmet Need	Unmet Need	Unmet Need that is Reasonable to Meet	Comments
			Need for neighborhood shuttles to serve the area. (Citrus Heights)	Two neighborhood shuttles currently serve the City of Citrus Heights. This is not an unmet need.
			Route 29 and 25 provide service at the Sunrise Mall Centre do not have Sunday or holiday service. Could these routes hours be extended to provide additional service to the expanded San Juan Hospital? (Citrus Heights)	Sunday service is being considered on the route #25. Route 29 is a commute route, so the suggested changes aren't appropriate. The route #25 changes are unmet needs that are reasonable to meet.
			Route #24 should be extended to Historic Folsom to provide job access. (Citrus Heights)	Bus service provided by SRTD to/from the Historic Folsom light rail station to/from the Orangevale area of Sacramento County is being looked into. This is an unmet need that is reasonable to meet.
			RT route #25 doesn't come often enough, once per hour, & the service stops too early around 6 p.m. (Citrus Heights)	Sunday service is being considered on route #25. This is an unmet need that is reasonable to meet.
			25 Marconi - 1/2 hour service during the week and extended hours to 9 p.m. and Sunday service to 6 p.m. running once an hour. (Citrus Heights)	More frequent service during the week is not an unmet need. Later evening and Sunday service are being considered for route #25. This is an unmet need that is reasonable to meet.
			RT route #84 Watt Avenue/North Highlands needs Sunday service to 6 p.m. once an hour.	There is currently no service north of Don Julio Blvd along the Route 84 alignment on Sundays. This is an unmet need that is reasonable to meet.
			Re-instatement of the Exposition Bus as a neighborhood ride circulator route from Arden/Del Paso light rail station down Exposition Blvd. past Cal Expo to Arden Fair and return to Arden/Del Paso light rail station.	Some bus service in the area is being considered. This is an unmet need that is reasonable to meet.
			Run the route #22 all the way down Arden Way on Saturday and Sunday just as it does Monday through Friday, rather than operating it as a shuttle between the Arden/Del Paso light rail station and Arden Fair Mall.	Bus service further down Arden Way is being considered. This is an unmet need that is reasonable to meet.
			Route #25 needs to run on Sunday as it is the only public transit service to Mercy San Juan Hospital.	Later evening and Sunday service are being considered for route #25. This is an unmet need that is reasonable to meet.

Unmet Needs Comments Deemed Reasonable to Meet - Summary

	Not An Unmet Need	Unmet Need	Unmet Need that is Reasonable to Meet	Comments
			The route #26 stops running at 6:45 p.m. M-F, so it needs to run later (until approx. 9 p.m.)	Later evening service is being considered for this route. This is an unmet need that is reasonable to meet.
			RT route #25 that runs on Marconi needs half hour service during the week and extended hours to 9 p.m.	Increase frequency during the week (M-F) is not supported by ridership. Later evening and Sunday service are being considered for route #25. This is an unmet need that is reasonable to meet.
			RT route #25 needs Sunday service to 6 p.m. running once an hour.	Later evening and Sunday service are being considered for route #25. This is an unmet need that is reasonable to meet.
Service				
Yolo County				
Davis			Service to east and west Davis on Sundays. (Unitrans)	During fiscal year 2007-08 Unitrans will begin an early afternoon demand response service on a trial basis in conjunction with its current Amtrak shuttle service that runs on Sunday from approx. 4-9pm. This is an unmet need that is reasonable to meet
Winters			Transit service for the low income residents of the Yolo Housing development is needed to get to jobs throughout Yolo County & outside of Yolo County.	This comment is based on a housing study done by the City of Winters. YCTD plans to expand transit service & in/to/from Winters. This is an unmet need that is reasonable to meet.
Woodland			Transit service is needed to the soon-to-open Gateway retail center on I-5 (slated to open in November 2007).	YCTD is planning to implement new service to this retail development. This is an unmet need that is reasonable to meet.



**SACRAMENTO AREA COUNCIL OF GOVERNMENTS
RESOLUTION NO. 25 – 2007**

**FINDING THAT THERE ARE UNMET TRANSIT NEEDS THAT ARE REASONABLE
TO MEET IN THE CITY OF CITRUS HEIGHTS**

WHEREAS, the Sacramento Area Council of Governments has defined “unmet transit needs” and “reasonable to meet” in its Transportation Development Act Guidelines adopted on January 1994; and

WHEREAS, “unmet transit needs” are defined as “those needs identified as unmet transit needs and have been considered as part of the transportation planning process; i.e. in Short Range Transit Plans, special transit studies, the Americans with Disabilities Act (ADA) Complementary Paratransit Service Plans, and the Metropolitan Transportation Plan (MTP), and that have not been implemented or funded”; and

WHEREAS, unmet transit needs that are “reasonable to meet” are defined as meeting the definition above and all of the following criteria: community acceptance, equity, potential ridership, and cost effectiveness; and

WHEREAS, the City of Citrus Heights identified transit needs considered in its transportation planning process; and

WHEREAS, a public hearing on transit needs was held by SACOG at the Citrus Heights City Council Chambers on March 12, 2007 and before the SACOG Board of Directors on July 19, 2007; and

WHEREAS, transit needs considered in the transportation planning process and identified from the public hearing testimony have been analyzed to determine whether they are reasonable to meet using the SACOG adopted criteria, as detailed in the attached staff report; and

WHEREAS, the Sacramento County Social Service Transportation Advisory Council participated in the identification of transit needs and concurs with the staff analysis and recommendation.

NOW, THEREFORE, BE IT RESOLVED that the SACOG Board of Directors finds that: There are unmet transit needs that are reasonable to meet in the City of Citrus Heights.

PASSED AND ADOPTED this 19th day of July 2007, by the following vote of the Board of Directors:

AYES:

NOES:

ABSTAIN:

ABSENT:

Rusty Dupray
Chair

Mike McKeever
Executive Director

**PUBLIC HEARING ON TRANSIT NEEDS IN THE CITY OF CITRUS HEIGHTS
MINUTES**

**MARCH 12, 2007 – 6 P.M.
CITRUS HEIGHTS CITY HALL – COUNCIL CHAMBERS**

The meeting was conducted by Barbara Bechtold, SACOG Staff, and Jeannie Bruins representing the Sacramento Area Council of Governments Board of Directors. Also in attendance was Greta Vohlers of Sacramento Regional Transit District. David Soto representing the Social Service Transportation Advisory Council was in attendance.

Three people testified at the hearing. Correspondence was received from five people. Ms. Barbara Bechtold described the unmet transit needs process. Ms. Greta Vohlers gave a presentation on current Regional Transit service.

Ms. Bruins opened the hearing at 6:00 p.m. She introduced members of the hearing panel and explained that SACOG is responsible for administering the Transportation Development Act (TDA), which provides funds for transportation purposes throughout the SACOG region.

Ms. Bechtold also explained that the meeting will also serve as a hearing of public testimony for the Human Services Coordination Plan required by SAFETEA-LU.

Ms. Bechtold opened the public hearing.

Staff Present:

Gary Taylor
Edward Coviello
Barbara Bechtold
David Soto
Jeannie Bruins
Greta Vohlers

SUMMARY OF PUBLIC TESTIMONY

1. Jim Rae, 6355 Hillrise Drive, Carmichael CA, 95608

Mr. Rae had several comments:

- A. He expressed concerns about RT Routes 23 and 25. He would like to see increased frequency along these routes and expanded service to Mercy San Juan Hospital.
- B. He also expressed the need for neighborhood shuttles to serve the area.

2. Mike Barnbaum, 89B Dean Road, Sacramento, 95815, Mike_Barnbaum@att.net

Mr. Barnbaum had several comments:

- A. Had concerns about the Route 91 service if it is eliminated. He would like to see continued service along the route by extending Route 21
- B. Route 105, if it is eliminated, he suggests that Route 25 be extended to provide continued service along the route.
- C. Route 29 and 25 connection service at the Sunrise Mall Centre. These routes do not have Sunday or holiday service. Could these routes hours be extended to provide additional service to the expanded San Juan Hospital?
- D. Route 25 service should be changed if service to the Arden Del Paso Station is changed to the Swanston Station.
- E. He also recommended that Route 24 should be extended to Historic Folsom to provide job access.

3. Arthur Ketterling, 6942 Tarocco Way 95610, 916-705-7640

Mr. Ketterling's comments:

- A. Service hours in the Citrus Heights area do not last long enough to provide reasonable service to riders.
- B. Regional Transit's schedules do not reflect the time to handle passengers who need help boarding and disembarking.
- C. Modal connections do not reflect proper timing to allow for transfers between modes. For example, the light rail schedules at Watt I-80 do not meet the schedules of several bus routes serving the station.
- D. There have been several times when buses have broken down on the same route. Sometimes the same bus breaks down along the same route.
- E. Regional Transit does not seem to have enough buses to meet its service demands.

CORRESPONDENCE

1. Ms. Sara Schafer, 2901 El Camino Ave #213, Sacramento CA 95821

RT route #25 doesn't come often enough, once per hour, and the service stops too early around 6pm. The bus also doesn't come near enough to the neighborhoods that need service such as the intersection of Garfield and Winding Way.

2. Ms. Barbara Stanton, Ridership for the Masses, 916-927-7446

- A. 25 Marconi - 1/2 hour service during the week and extended hours to 9 PM Sunday Service to 6 PM running once an hour.
- B. 84 Watt Avenue/North Highlands Sunday Service to 6 PM once an hour.

C. Re-instatement of the Exposition Bus as a neighborhood ride circulator route from Arden/Del Paso Light Rail Station Down Exposition Blvd past Cal Expo to Arden Fair and return to Arden/Del Paso Light Rail Station.

3. Mr. Paul Sanchez, Sacramento CA

The RT route #22 should run later hours when going to the Arden/Del Paso LRT station.

4. Mr. Don Troutman, Fair Oaks / Orangevale

If you look at the map for RT service in the Fair Oaks/Orangevale area you can see a wide open area that is not served. If you made a transparency of this area and compared it to anywhere else in the Sacramento County you can see it is the area that is the most underserved. The biggest issue is that the service that does exist ends before 5:00 PM. Therefore, anyone who trying to use public transportation later than 5:00 PM will be stranded.

Fair Oaks/Orangevale area residents have always depended on their vehicles for transportation. The situation has grown progressively worse over the years where the intersection at Madison and Hazel is approaching the congestion that is occurring at Watt and Fair Oaks. The congestion on the freeway entrances onto highway 50 have become major obstacles.

Fair Oaks/Orangevale area residents are major contributors to the tax monies but the services are going elsewhere. A bigger insult is, now that there is light rail to Folsom there isn't a decent connection between Folsom and Sunrise.

I think it would be beneficial to the Fair Oaks/Orangevale area residents if more services were available or at the very least extend the little service we have.

5. Mr. Fred Deal, Sacramento CA, 916-338-2182

Mr. Deal would like Sunday service to/from the Watt/I-80 LRT station to be more dispersed rather than most runs arriving/departing in an approx. 15 minute period.

**PUBLIC HEARING ON TRANSIT NEEDS IN THE CITY OF DAVIS
MINUTES**

**APRIL 12, 2007 – 6:00 P.M.
DAVIS CITY COUNCIL CHAMBERS**

Conducted by Ruth Asmundson of the SACOG Board, Barbara Bechtold, SACOG staff, Michael Dulude and Erik Reitz representing the Yolo County Transportation District, Anthony Palmere of Unitrans, Linda Alemania of Davis Community Transit also representing the Yolo County Social Service Transportation Advisory Council

Three people testified at the hearing. Six items of correspondence were received. Ms. Barbara Bechtold described the unmet transit needs process. Mr. Palmere and Mr. Dulude gave a presentation on current services.

Ms. Asmundson opened the hearing at 6:00 p.m. She introduced members of the hearing panel and explained that SACOG is responsible for administering the Transportation Development Act (TDA), which provides funds for transportation purposes throughout the SACOG region.

Ms. Bechtold explained that after the hearing the Yolo County Social Service Transportation Advisory Council (SSTAC) will meet to assist SACOG staff in analyzing the hearing testimony based on criteria adopted by the Board of Directors, and further explained the SSTAC membership makeup.

Ms. Asmundson opened the public hearing.

SUMMARY OF PUBLIC TESTIMONY

1. Mike Barnbaum, 89B Dean Road, Sacramento, 95815, Mike_Barnbaum@att.net

Mr. Barnbaum had multiple comments:

- A. Yolobus or Unitrans need to provide direct service to the Amtrak station in Davis, with minimal services available for each arrival/departure throughout the day.
- B. Route #220 serving Vacaville, Winters, Davis only 3 trips on weekdays and weekends. More service is needed.
- C. Increase weekend service on the Yolobus route #42 to match the earlier and later runs that are provided Monday-Friday to the Sacramento International Airport.

2. Shula Shoup, 2950 Portage Bay Way #205, Davis, 530-753-1204, shulas@cwnet.com

Ms. Shoup lives in West Davis and can't get to the route #42 and must walk nearly 2 miles to get to an area that has Sunday service. Some type of on-demand/dial-a-ride service is needed on weekends for travel within the City of Davis, especially for the greatly expanded area of 'west Davis'. Ms. Shoup is also concerned about the removal of trees from the County Fair Mall transfer point in Woodland, as the trees provided

much needed shade in the warmer/hot summer months. She would like to see temporary shade structures put in place while more permanent structures are planned and built at the transfer center.

CORRESPONDENCE

1. [Lorna Wilson, Davis, lwilson@water.ca.gov, 530-400-6950](mailto:lwilson@water.ca.gov)

Ms. Wilson would like there to be more places to purchase monthly passes and express stickers for Yolobus, and would like to see a location available in Davis that is open later in the evening for people who work an 'average schedule' from 8am-5pm. Additionally Ms. Wilson is concerned with crowding on the 2 evening runs of the Yolobus route 230 and believes a third evening run on the #230 to match the three morning runs would alleviate much of the crowding and standing room only trips.

2. [Suzanne Mikesell, 1532 Eligio Lane Davis, suzanne_mikesell@calpers.ca.gov](mailto:suzanne_mikesell@calpers.ca.gov)

Ms. Mikesell takes the Yolobus route #43 from east Davis to downtown Sacramento and back everyday. She would like to have the buses at peak time come every 15 minutes so that the buses aren't so crowded (standing room only) and to give commuters more choice in which buses they take.

3. [Cathie Kirschke, Davis, ckirschk@whnrc.usda.gov, 530-754-5757](mailto:ckirschk@whnrc.usda.gov)

Ms. Kirschke works near the new genomic center on the west side of the UC Davis campus. She used to take the Amtrak from Roseville to Davis and then ride her bicycle to work, but she is now limited in her mobility and can no longer ride a bicycle. Ms. Kirschke would like to see the Unitrans routes that run just outside the Amtrak station through the UCD campus to better sync up with morning and evening trains that arrive right after 8am and right before 5pm.

4. [Linda Ackley, Wildhorse area of Davis, lsackley@comcast.net, 530-792-7226](mailto:lsackley@comcast.net)

Ms. Ackley relies on the Yolobus Express bus route #43 to commute to her job in downtown Sacramento each day. She would like to see a bus stop on the west side of the Wildhorse development in east Davis because there are no stops within easy walking distance of that area. Also, Ms. Ackley thinks there should be another slightly later morning departure for the #43 to help lessen crowding and standing room only trips that happen frequently.

5. [LinYing Li, 2214 Caravaggio Drive, Davis, lli@arb.ca.gov](mailto:lli@arb.ca.gov)

Ms. Li has three suggestions:

- A. Add additional buses on Yolobus route #43.
- B. Add a additional bus route to cover the northeast part of Davis.
- C. Consider extending the light rail to Davis and Vacaville.

6. Nancy Ottum, Davis, nancyottum@mac.com, 530-756-8479

Ms. Ottum lives in east Davis and would like to see Unitrans provide some bus service from that area on Saturday (the weekend). She believes that taking the bus would help her avoid the hassle of parking, but also help the environment by keeping more cars off the road.



**SACRAMENTO AREA COUNCIL OF GOVERNMENTS
RESOLUTION NO. 26 – 2007**

**FINDING THAT THERE ARE UNMET TRANSIT NEEDS THAT ARE REASONABLE
TO MEET IN THE CITY OF DAVIS**

WHEREAS, the Sacramento Area Council of Governments has defined “unmet transit needs” and “reasonable to meet” in its Transportation Development Act Guidelines adopted on January 1994; and

WHEREAS, “unmet transit needs” are defined as “those needs identified as unmet transit needs and have been considered as part of the transportation planning process; i.e. in Short Range Transit Plans, special transit studies, the Americans with Disabilities Act (ADA) Complementary Paratransit Service Plans, and the Metropolitan Transportation Plan (MTP), and that have not been implemented or funded”; and

WHEREAS, unmet transit needs that are “reasonable to meet” are defined as meeting the definition above and all of the following criteria: community acceptance, equity, potential ridership, and cost effectiveness; and

WHEREAS, the City of Davis identified transit needs considered in its transportation planning process; and

WHEREAS, a public hearing on transit needs was held by SACOG in the Davis City Council Chambers on April 12, 2007 and before the SACOG Board of Directors on July 19, 2007; and

WHEREAS, transit needs considered in the transportation planning process and identified from the public hearing testimony have been analyzed to determine whether they are reasonable to meet using the SACOG adopted criteria, as detailed in the attached staff report; and

WHEREAS, the Yolo County Social Service Transportation Advisory Council participated in the identification of transit needs and concurs with the staff analysis and recommendation.

NOW, THEREFORE, BE IT RESOLVED that the SACOG Board of Directors finds that: There are unmet transit needs that are reasonable to meet in the City of Davis.

PASSED AND ADOPTED this 19th day of July 2007, by the following vote of the Board of Directors:

AYES:

NOES:

ABSTAIN:

ABSENT:

Rusty Dupray
Chair

Mike McKeever
Executive Director

**PUBLIC HEARING ON TRANSIT NEEDS IN THE CITY OF ELK GROVE
MINUTES**

**APRIL 17, 2007 – 6:00 P.M.
ELK GROVE CITY COUNCIL CHAMBERS**

Conducted by Jim Cooper of the SACOG Board, Gary Taylor of the SACOG staff and Carlos Tobar of e-TRAN/the Sacramento County Social Service Transportation Advisory Council, also in attendance was Taiwo Jaiyeoba from Regional Transit and Grace Malson of South County Transit.

Two people testified at the hearing. Correspondence was received from 11 people. Mr. Gary Taylor described the unmet transit needs process. Mr. Carlos Tobar gave a presentation on current service.

Mr. Cooper opened the hearing at 6:00 p.m. He introduced members of the hearing panel and explained that SACOG is responsible for administering the Transportation Development Act (TDA), which provides funds for transportation purposes throughout the SACOG region.

Mr. Taylor then explained that after the hearing the Sacramento County Social Service Transportation Advisory Council (SSTAC) will meet to assist SACOG staff in analyzing the hearing testimony based on criteria adopted by the Board of Directors and further explained the SSTAC membership makeup.

Mr. Tobar gave a brief overview of e-TRAN services in the City of Elk Grove.

Mr. Cooper opened the public hearing.

SUMMARY OF PUBLIC TESTIMONY

1. Mike Barnbaum, 89B Dean Road, Sacramento, 95815

Mr. Barnbaum had multiple comments:

- A. Rename the intra-city route the e-TRAN #156 the 'Weekend Circulator.'
- B. Would like to see San Joaquins (Amtrak) service everyday including holidays and weekends.
- C. Extend e-TRAN commuter bus service to the Sacramento Valley Station.
- D. Need a Highway 99 bus route between Lodi, Galt, Elk Grove and Sacramento that runs on the weekends.

2. Michael Monasky, 9035 Plaza Park Dr., Elk Grove, 95624, thegeneralwelfare@surewest.net, 916-686-8920

Mr. Monasky had multiple comments:

- A. There is no regular/non-commute bus service from Elk Grove to downtown Sacramento.
- B. There seems to be a lack of cooperation between Sacramento Regional Transit and e-TRAN when it comes to transfers.
- C. There is no viable way to get to the hospital on regular public transportation.
- D. SACOG needs to do something about the high level of congestion on Highway 99.
- E. Public transit should be free during non-commute times.
- F. Bus Rapid Transit services should be considered for Highway 99 and I-5.

CORRESPONDENCE

1. Serena Montez, 5613 Claudied Way, Elk Grove, serenamontez@yahoo.com

Ms. Montez is a Sacramento State student who uses public transit as her main mode of travel. She lives in south Elk Grove near Bilby Road and believes there needs to be transit service from that side of Elk Grove to the Meadowview light rail station.

2. Eva Wong, 9982 Sienna Ct., Elk Grove, 95757, msjazzlove@yahoo.com

Ms. Wong is requesting that a commuter bus go from Elk Grove Blvd./Franklin Blvd. to the University of California Davis campus, and she would prefer two early morning and two late afternoon routes.

3. Rosa Salazar, Elk Grove, 916-651-6528, rosa_m_salazar@dot.ca.gov

Ms. Salazar would like service on the e-TRAN route #60 line that goes to downtown Sacramento between 7:15am and 8:00am, as well as service after 8:00am (from the Lowe's bus stop).

4. Rob Wilbanks, Elk Grove, 916-322-3187, rob.wilbanks@boe.ca.gov

Mr. Wilbanks rides e-TRAN bus #52 to commute work. He would like an additional run added to the bus 52 in the morning and evening since it is frequently standing room only. Mr. Wilbanks also suggests a later route #53 in the morning and evening, something that would get to downtown Sacramento between 7:30 – 7:45am and return to Elk Grove after 5:00pm.

5. Sharon Anderson, Elk Grove, sharona@citilink.net, 916-606-5012

Ms. Anderson works in downtown Sacramento and regularly rides e-TRAN to and from her job. She would like to see additional e-TRAN buses that serve downtown Sacramento between 8am and 3pm to help people move between Elk Grove and Sacramento when they need to. Ms. Anderson would also like to see more off-street trails and linkages from inside nested/cul-da-sac style neighborhoods to allow people to more directly access transit routes and commercial/retail centers. Also, she wants to see Amtrak provide a service similar to the Capitol Corridor service between Elk Grove and Sacramento.

6. Katie Frazier, Elk Grove, Katie.frazier@cdcr.ca.gov, 916-322-0944

Ms. Frazier rides public transit from Elk Grove to her job and the Department of Corrections and Rehabilitation currently located in downtown Sacramento. In November their offices will be moving to a location off Old Placerville Road in Rancho Cordova. She would like to see express service from Elk Grove to the Old Placerville Road area in Rancho Cordova. *(In a response received from e-TRAN states that they will be asking the Elk Grove City Council in summer for authorization to provide commuter bus service to Rancho Cordova. The request will then be passed on to the Sacramento Regional Transit District who will make the final decision on whether or not to allow e-TRAN to serve the City of Rancho Cordova.)*

7. Dai Lu, Elk Grove, dai_lu@dot.ca.gov

Ms. Lu wants to see an additional run of the e-TRAN route #57 during the rush hour between 7:00 and 7:30am.

8. Susan Lyon, Elk Grove, susan_lyon@calpers.ca.gov

Ms. Lyon lives near the intersection of Vineyard Road and Calvin Road in the County of Sacramento. There is currently no bus service provided to her area. She does ride e-TRAN for commuting but must drive four miles to highway 99 to catch a relatively convenient route #60, so that she has some flexibility on her return trip (she can use the 57, 59 or 60 route). Ms. Lyon would like to know when there is going to be commute bus service in her area.

9. Rosemary Estrada, Elk Grove, rosemary.estrada@hhs.co.santa-clara.ca.us

Ms. Estrada lives in Elk Grove and commutes daily to San Jose for work. She would like to see e-TRAN think outside the box/county and provide early morning express bus service to downtown Sacramento and the Sacramento Valley Station, so that Bay Area commuters could use Amtrak as a commute alternative.

10. Terry Mah, Elk Grove, maxonfarm@hotmail.com

Ms. Mah lives near Bond Road and Waterman and works on 15th and H Street in downtown Sacramento. She works a 9:30-6:00pm schedule. Ms. Mah would like to take an express bus to downtown Sacramento but has found that there isn't one that runs late enough in the morning or evening to fit her schedule. Also, she would like to see later evening service so that Elk Grove residents could attend Music Circus and Community Center Theater performances without having to drive and try to park in downtown Sacramento.

11. Tom Pooler, 3508 Beverly Way, Elk Grove, 95758, tpooler@citilink.net

Mr. Pooler would like to see non-commute/non-peak hour bus service from a few points in Elk Grove to the Meadowview light rail station to lessen the commute to downtown Sacramento for Elk Grove residents who don't work traditional 8am-5pm schedules. Also, have the commute buses that run to/from Sacramento allow passengers on the return trip. Mr. Pooler wonders why the e-TRAN services don't tie in more to the Meadowview light rail station rather than all commute buses going directly to downtown Sacramento.

12. Michael Monasky, 9035 Plaza Park Dr., Elk Grove, 95624, thegeneralwelfare@surewest.net, 916-686-8920

Mr. Monasky had multiple comments:

- A. Concern about the age of expansion/replacement buses that the City of Elk Grove has/is purchasing.
- B. He also had concerns about the reliability of the buses currently in service regarding breakdowns and malfunctions.
- C. Mr. Monasky also spoke to the experience of e-TRAN drivers and seems to think they need more training.



**SACRAMENTO AREA COUNCIL OF GOVERNMENTS
RESOLUTION NO. 28 – 2007**

**FINDING THAT THERE ARE UNMET TRANSIT NEEDS THAT ARE REASONABLE
TO MEET IN THE CITY OF ELK GROVE**

WHEREAS, the Sacramento Area Council of Governments has defined “unmet transit needs” and “reasonable to meet” in its Transportation Development Act Guidelines adopted on January 1994; and

WHEREAS, “unmet transit needs” are defined as “those needs identified as unmet transit needs and have been considered as part of the transportation planning process; i.e. in Short Range Transit Plans, special transit studies, the Americans with Disabilities Act (ADA) Complementary Paratransit Service Plans, and the Metropolitan Transportation Plan (MTP), and that have not been implemented or funded”; and

WHEREAS, unmet transit needs that are “reasonable to meet” are defined as meeting the definition above and all of the following criteria: community acceptance, equity, potential ridership, and cost effectiveness; and

WHEREAS, the City of Elk Grove identified transit needs considered in its transportation planning process; and

WHEREAS, a public hearing on transit needs was held by SACOG in the Laguna Town Hall in Elk Grove on April 17, 2007 and before the SACOG Board of Directors on July 19, 2007; and

WHEREAS, transit needs considered in the transportation planning process and identified from the public hearing testimony have been analyzed to determine whether they are reasonable to meet using the SACOG adopted criteria, as detailed in the attached staff report; and

WHEREAS, the Sacramento County Social Service Transportation Advisory Council participated in the identification of transit needs and concurs with the staff analysis and recommendation.

NOW, THEREFORE, BE IT RESOLVED that the SACOG Board of Directors finds that: There are unmet transit needs that are reasonable to meet in the City of Elk Grove.

PASSED AND ADOPTED this 19th day of July 2007, by the following vote of the Board of Directors:

AYES:

NOES:

ABSTAIN:

ABSENT:

Rusty Dupray
Chair

Mike McKeever
Executive Director

**PUBLIC HEARING ON TRANSIT NEEDS IN THE CITY OF FOLSOM
MINUTES**

**APRIL 16, 2007 – 5:30 P.M.
FOLSOM CHAMBER OF COMMERCE**

Conducted by Andy Morin Mayor City of Folsom, Barbara Bechtold and Gary Taylor of the SACOG staff, Kent Gary of Folsom Stage Line Transit and the Sacramento County Social Service Transportation Advisory Council, and James Drake of SRTD.

Two people testified at the hearing. Correspondence was received from four people. Ms. Barbara Bechtold described the unmet transit needs process. Mr. Kent Gary and Mr. James Drake gave presentations on current services. Mr. Gary mentioned that intra-city ridership on the Folsom Stage Line has increased 63% in the past year.

Mr. Morin opened the hearing at 5:30 p.m. He introduced members of the hearing panel and explained that SACOG is responsible for administering the Transportation Development Act (TDA), which provides funds for transportation purposes throughout the SACOG region. Mayor Morin also mentioned the construction of the Folsom Rail Block parking garage for which construction should be completed in early 2008..

Ms. Bechtold then explained that after the hearing the Sacramento County Social Service Transportation Advisory Council (SSTAC) will meet to assist SACOG staff in analyzing the hearing testimony based on criteria adopted by the Board of Directors, and further explained the SSTAC membership makeup.

Mr. Gary gave a brief overview of Folsom Stage Line bus services in the City of Folsom. Mr. Drake gave a brief overview of Sacramento Regional Transit District light rail service in Folsom.

Mr. Morin opened the public hearing.

SUMMARY OF PUBLIC TESTIMONY

1. Mike Barnbaum, 89B Dean Road, Sacramento, 95815

Mr. Barnbaum had multiple comments:

- A. Would like to see service on SRTD light rail to Folsom run up to 10 trips after the current end time of 7:01 p.m. He realizes funding is limited so he thinks this service should be implemented in phases eventually having 30 minute service available up to 10 p.m.
- B. As suggested in the Folsom SRTP, that RT should extend route #24 to the Historic Folsom light rail station with 30 minute service at the peak periods.

- C. Have dial-a-ride available on weekends and run the local fixed routes hourly as well to match up with available light rail service.
- D. Create a Folsom to Auburn bus that terminates at the Auburn Amtrak station.

2. Pat Homans, 122 Penaranda, Folsom, 916-983-2121

Ms. Homans likes the light rail service to/from Folsom. She stated that at the Glenn Station the evening bus (4:24 p.m.) route #30 doesn't wait for people getting off the light rail train. This situation is especially difficult for people with mobility impairments because the buses wait at the opposite end of the platform from where the disabled ramp access to the light rail vehicles is located. Also, signage on the buses is not good making it difficult to figure out which bus is the 'right' bus.

CORRESPONDENCE

1. James Stark, 2779 Garrett Place, Woodland, 95776, jms4273_net@yahoo.com

Mr. Stark commutes on light rail and has issues with the poor timing of the route 10 and the extra cost of transferring from LRT to the Folsom Stage Line. He would also like to see a FSL shuttle run from LRT to Intel all day.

2. John Hingtgen, 555 Douglas Street #71, West Sac., 95605, jhingtge@energy.state.ca.us

Mr. Hingtgen would like to see more late evening service on SRTD light rail, especially the Folsom to downtown line.

3. Kim Karnes, Elk Grove, CA, kim.karnes@verizonwireless.com

Ms. Karnes would like to see a more direct transit link between the City of Elk Grove and employment areas of Folsom.

4. Kevin Favro, 8185 Folsom, CA, kfavro@adobe.com

Mr. Favro would like to see more bicycle lockers installed at and around the LRT stations in Folsom for commuters who use their bicycles as a connection to light rail. Also, he feels that some sections of the LRT track are extremely bumpy and would like to see some improvement/smoothing of the ride.



**SACRAMENTO AREA COUNCIL OF GOVERNMENTS
RESOLUTION NO. 27- 2007**

**FINDING THAT THERE ARE NO UNMET TRANSIT NEEDS THAT ARE
REASONABLE TO MEET IN THE CITY OF FOLSOM**

WHEREAS, the Sacramento Area Council of Governments has defined “unmet transit needs” and “reasonable to meet” in its Transportation Development Act Guidelines adopted on January 1994; and

WHEREAS, “unmet transit needs” are defined as “those needs identified as unmet transit needs and have been considered as part of the transportation planning process; i.e. in Short Range Transit Plans, special transit studies, the Americans with Disabilities Act (ADA) Complementary Paratransit Service Plans, and the Metropolitan Transportation Plan (MTP), and that have not been implemented or funded”; and

WHEREAS, unmet transit needs that are “reasonable to meet” are defined as meeting the definition above and all of the following criteria: community acceptance, equity, potential ridership, and cost effectiveness; and

WHEREAS, the City of Folsom identified transit needs considered in its transportation planning process; and

WHEREAS, a public hearing on transit needs was held by SACOG in the Folsom Chamber of Commerce meeting room on April 16, 2007 and before the SACOG Board of Directors on July 19, 2007; and

WHEREAS, transit needs considered in the transportation planning process and identified from the public hearing testimony have been analyzed to determine whether they are reasonable to meet using the SACOG adopted criteria, as detailed in the attached staff report; and

WHEREAS, the Sacramento County Social Service Transportation Advisory council believes that there are unmet transit needs in the City of Folsom, though no funding is currently available to fulfill these needs; therefore, these needs are not reasonable to meet; and

WHEREAS, the Sacramento County Social Service Transportation Advisory Council participated in the identification of transit needs and concurs with the staff analysis and recommendation.

NOW, THEREFORE, BE IT RESOLVED that the SACOG Board of Directors finds that: There are no unmet transit needs that are reasonable to meet in the City of Folsom.

PASSED AND ADOPTED this 19th day of July 2007, by the following vote of the Board of Directors:

AYES:

NOES:

ABSTAIN:

ABSENT:

Rusty Dupray
Chair

Mike McKeever
Executive Director

**PUBLIC HEARING ON UNMET TRANSIT NEEDS IN THE CITY OF GALT
MINUTES**

**MARCH 5, 2007 – 5:30 P.M.
GALT CITY HALL – COUNCIL CHAMBERS**

The meeting was conducted by Barbara Bechtold, SACOG staff, and Darryl Clare, representing the Sacramento Area Council of Governments Board of Directors

Mr. Clare opened the hearing at 5:30 p.m. She introduced members of the hearing panel and explained that SACOG is responsible for administering the Transportation Development Act (TDA), which provides funds for transportation purposes throughout the SACOG region.

Mr. Coviello of SACOG explained the unmet transit needs process and explained that this meeting is also taking comments on the Human Services Coordination Plan.

Ms. Malson explained the South County Transit present transit service and explained some of the past efforts. She also outlined some possible future efforts with the service. Ms. Malson acknowledged the Short Range Transit Plan being developed in conjunction with the Sacramento Area Council of Governments and credited Gary Taylor of SACOG for his efforts in developing the plan.

Mr. Clare then opened the public hearing.

Staff Present:

Grace Malson
Marilyn Blonset
Darryl Clare
Greg Halladay
Gary Taylor
Edward Coviello
Barbara Bechtold

Public present can be found on the attached attendance sheet.

SUMMARY OF PUBLIC TESTIMONY

1. Al Baldwin, 700 2nd Street #7, Galt CA, 95632

Mr. Baldwin expressed interest in providing shuttle service to the Delta bird watching areas once a week to help stimulate the bird watching demand in the area. Mr. Baldwin gave an example of a city tour service in San Diego. He explained that Galt is not San Diego, but it is an idea. He also explained that the transit advertising efforts are not strong in Galt. He would like to see more efforts made to reach out to the public. Ms. Bechtold responded and explained different services that could be marketed. Ms. Bechtold also

responded that the meeting today is also for regional comments. She also explained the fare box ratio difficulties in developing new transit services in rural areas.

2. Barbara Payne, 125 Silver Spruce Court, Galt CA, 95632

Ms. Payne inquired about the commuter bus options to Sacramento from Galt. She expressed an interest in a direct no transfer option provided by San Joaquin Transit's Stockton to Sacramento Commuter Service. Grace Malson replied that the service has been tried in the recent past and has not seen any ridership. Ms Payne also expressed a concern on the advertising methods used for the unmet transit needs hearing process. She expressed that if she had known about the meeting earlier, she could have notified more people. Barbara Bechtold explained that comments are being accepted until April 27th, 2007. Ms. Malson responded that the meetings are advertised to the current transit ridership and to various local groups in Galt. Ms. Bechtold will add Ms. Payne to the mailing list for next years meeting.

CORRESPONDENCE

None as of April 27th.



**SACRAMENTO AREA COUNCIL OF GOVERNMENTS
RESOLUTION NO. 29 – 2007**

**FINDING THAT THERE ARE NO UNMET TRANSIT NEEDS THAT ARE
REASONABLE TO MEET IN THE CITY OF GALT**

WHEREAS, the Sacramento Area Council of Governments has defined “unmet transit needs” and “reasonable to meet” in its Transportation Development Act Guidelines adopted on January 1994; and

WHEREAS, “unmet transit needs” are defined as “those needs identified as unmet transit needs and have been considered as part of the transportation planning process; i.e. in Short Range Transit Plans, special transit studies, the Americans with Disabilities Act (ADA) Complementary Paratransit Service Plans, and the Metropolitan Transportation Plan (MTP), and that have not been implemented or funded”; and

WHEREAS, unmet transit needs that are “reasonable to meet” are defined as meeting the definition above and all of the following criteria: community acceptance, equity, potential ridership, and cost effectiveness; and

WHEREAS, the City of Galt identified transit needs considered in its transportation planning process; and

WHEREAS, a public hearing on transit needs was held by SACOG at the Galt City Council Chambers on March 5, 2007 and before the SACOG Board of Directors on July 19, 2007; and

WHEREAS, transit needs considered in the transportation planning process and identified from the public hearing testimony have been analyzed to determine whether they are reasonable to meet using the SACOG adopted criteria, as detailed in the attached staff report; and

WHEREAS, the Sacramento County Social Service Transportation Advisory Council participated in the identification of transit needs and concurs with the staff analysis and recommendation.

NOW, THEREFORE, BE IT RESOLVED that the SACOG Board of Directors finds that: There are no unmet transit needs that are reasonable to meet in the City of Galt.

PASSED AND ADOPTED this 19th day of July 2007, by the following vote of the Board of Directors:

AYES:

NOES:

ABSTAIN:

ABSENT:

Rusty Dupray
Chair

Mike McKeever
Executive Director



**SACRAMENTO AREA COUNCIL OF GOVERNMENTS
RESOLUTION NO. 30 – 2007**

**FINDING THAT THERE ARE NO UNMET TRANSIT NEEDS THAT ARE
REASONABLE TO MEET IN THE CITY OF ISLETON**

WHEREAS, the Sacramento Area Council of Governments has defined “unmet transit needs” and “reasonable to meet” in its Transportation Development Act Guidelines adopted on January 1994; and

WHEREAS, “unmet transit needs” are defined as “those needs identified as unmet transit needs and have been considered as part of the transportation planning process; i.e. in Short Range Transit Plans, special transit studies, the Americans with Disabilities Act (ADA) Complementary Paratransit Service Plans, and the Metropolitan Transportation Plan (MTP), and that have not been implemented or funded”; and

WHEREAS, unmet transit needs that are “reasonable to meet” are defined as meeting the definition above and all of the following criteria: community acceptance, equity, potential ridership, and cost effectiveness; and

WHEREAS, the City of Isleton identified transit needs considered in its transportation planning process; and

WHEREAS, a public hearing on transit needs was held by SACOG at the Isleton City Council Chambers on March 19, 2007 and before the SACOG Board of Directors on July 19, 2007; and

WHEREAS, transit needs considered in the transportation planning process and identified from the public hearing testimony have been analyzed to determine whether they are reasonable to meet using the SACOG adopted criteria, as detailed in the attached staff report; and

WHEREAS, the Sacramento County Social Service Transportation Advisory Council participated in the identification of transit needs and concurs with the staff analysis and recommendation.

NOW, THEREFORE, BE IT RESOLVED that the SACOG Board of Directors finds that: There are no unmet transit needs that are reasonable to meet in the City of Isleton.

PASSED AND ADOPTED this 19th day of July 2007, by the following vote of the Board of Directors:

AYES:

NOES:

ABSTAIN:

ABSENT:

Rusty Dupray
Chair

Mike McKeever
Executive Director



**SACRAMENTO AREA COUNCIL OF GOVERNMENTS
RESOLUTION NO. 31 – 2007**

**FINDING THAT THERE ARE NO UNMET TRANSIT NEEDS THAT ARE
REASONABLE TO MEET IN THE CITY OF LIVE OAK**

WHEREAS, the Sacramento Area Council of Governments has defined “unmet transit needs” and “reasonable to meet” in its Transportation Development Act Guidelines adopted on January 1994; and

WHEREAS, “unmet transit needs” are defined as “those needs identified as unmet transit needs and have been considered as part of the transportation planning process; i.e. in Short Range Transit Plans, special transit studies, the Americans with Disabilities Act (ADA) Complementary Paratransit Service Plans, and the Metropolitan Transportation Plan (MTP), and that have not been implemented or funded”; and

WHEREAS, unmet transit needs that are “reasonable to meet” are defined as meeting the definition above and all of the following criteria: community acceptance, equity, potential ridership, and cost effectiveness; and

WHEREAS, the City of Live Oak identified transit needs considered in its transportation planning process; and

WHEREAS, a public hearing on transit needs was held by SACOG at the Yuba City Council Chambers on March 27, 2007 and before the SACOG Board of Directors on July 19, 2007; and

WHEREAS, transit needs considered in the transportation planning process and identified from the public hearing testimony have been analyzed to determine whether they are reasonable to meet using the SACOG adopted criteria, as detailed in the attached staff report; and

WHEREAS, the Joint Sutter-Yuba County Social Service Transportation Advisory Council participated in the identification of transit needs and concurs with the staff analysis and recommendation.

NOW, THEREFORE, BE IT RESOLVED that the SACOG Board of Directors finds that: There are no unmet transit needs that are reasonable to meet in the City of Live Oak.

PASSED AND ADOPTED this 19th day of July 2007, by the following vote of the Board of Directors:

AYES:

NOES:

ABSTAIN:

ABSENT:

Rusty Dupray
Chair

Mike McKeever
Executive Director

**PUBLIC HEARING ON TRANSIT NEEDS IN THE CITY OF MARYSVILLE
MINUTES**

**MARCH 8 2007 – 2 P.M.
YUBA COUNTY GOVERNMENT CENTER, MARYSVILLE**

The meeting was Conducted by Christina Billeci of the SACOG Board, Barbara Bechtold, Gary Taylor, and Edward Coviello of the SACOG staff, and Claudia Hollis representing the Sutter/Yuba County Joint Social Service Transportation Advisory Council. Jane Stan representing the Area 4 Agency on Aging. Also in attendance was Keith Martin of representing the Yuba-Sutter Transit District.

Minutes from the Marysville Transportation Development Act Unmet Transit Needs Public Hearing for FY 2007-08.

Public attendance was taken through an attendance sheet attached.

Staff Present:

Christina Billeci
Claudia Hollis
Keith Martin
Edward Coviello
Barbara Bechtold
Gary Taylor
Jane Stan
Dawna Dutra
David Phillips

The meeting started at 2:00 p.m. with opening remarks from Board member Christina Billeci.

Edward Coviello then read the purpose of the hearing and the methods of how comments will be accepted. He also defined unmet transit needs and explained that the meeting can be used to gather data for the Human Services Transportation Plan.

Keith Martin of Yuba-Sutter Transit explained his systems service and planned service changes in the future including some planned fare increases in May of 2007.

Ms. Billeci then opened the meeting to public comments.

SUMMARY OF PUBLIC TESTIMONY

1. Ms. Linda Rose of 6024 Alberta Ave #7, Marysville

Ms. Rose commented on her experience with the Yuba-Sutter system and complimented the professionalism of the staff. However, Ms. Rose has a disabled

family member who is not able to drive and she is on a limited income that does not allow her to own a vehicle.

She also commented on service to a new Kohl's location. She lost her job at the Beale Air Force Base because she could not drive to reach her job. She would like to see additional service to the base to serve the civilian workforce there. Ms. Rose also commented on the Sunday service in the region.

Mr. Martin responded to the requests. He indicated that service to the base was needed but offered challenges to provide reasonable service. He also explained that Sunday service also was difficult to achieve due to low ridership demand. He also responded about other services in the area including service to the foothills.

2. Mr. Ed Fleming of 1603 Ellis Lane, Marysville

Mr. Ed Fleming commented of service to the growing locations within the Yuba-Sutter jurisdiction. He also had specific concerns for the Nevada County and Wheatland areas.

Mr. Fleming also inquired about the hours of the Sacramento service in the evening.

Mr. Martin and Mr. Coviello responded to the questions concerning these services. Service to Nevada County and Wheatland is provided on a limited basis. However, the new development occurring in these areas is not transit orientated; thus, making service difficult to sustain. Service to Sacramento is provided during the peak periods due to the lack of human activity after normal business hours in the CBD.

Ms. Billeci asked if there were any further comments.

Seeing no additional comments, Ms. Billeci closed the meeting at 2:26 p.m.

CORRESPONDENCE

There was no correspondence received for the City of Marysville.



**SACRAMENTO AREA COUNCIL OF GOVERNMENTS
RESOLUTION NO. 32 – 2007**

**FINDING THAT THERE ARE NO UNMET TRANSIT NEEDS THAT ARE
REASONABLE TO MEET IN THE CITY OF MARYSVILLE**

WHEREAS, the Sacramento Area Council of Governments has defined “unmet transit needs” and “reasonable to meet” in its Transportation Development Act Guidelines adopted on January 1994; and

WHEREAS, “unmet transit needs” are defined as “those needs identified as unmet transit needs and have been considered as part of the transportation planning process; i.e. in Short Range Transit Plans, special transit studies, the Americans with Disabilities Act (ADA) Complementary Paratransit Service Plans, and the Metropolitan Transportation Plan (MTP), and that have not been implemented or funded”; and

WHEREAS, unmet transit needs that are “reasonable to meet” are defined as meeting the definition above and all of the following criteria: community acceptance, equity, potential ridership, and cost effectiveness; and

WHEREAS, the City of Marysville identified transit needs considered in its transportation planning process; and

WHEREAS, a public hearing on transit needs was held by SACOG at the Yuba County Government Center on March 8, 2007 and before the SACOG Board of Directors on July 19, 2007; and

WHEREAS, transit needs considered in the transportation planning process and identified from the public hearing testimony have been analyzed to determine whether they are reasonable to meet using the SACOG adopted criteria, as detailed in the attached staff report; and

WHEREAS, the Joint Sutter-Yuba County Social Service Transportation Advisory Council participated in the identification of transit needs and concurs with the staff analysis and recommendation.

NOW, THEREFORE, BE IT RESOLVED that the SACOG Board of Directors finds that: There are no unmet transit needs that are reasonable to meet in the City of Marysville.

PASSED AND ADOPTED this 19th day of July 2007, by the following vote of the Board of Directors:

AYES:

NOES:

ABSTAIN:

ABSENT:

Rusty Dupray
Chair

Mike McKeever
Executive Director

**PUBLIC HEARING ON TRANSIT NEEDS IN THE SACRAMENTO REGIONAL
TRANSIT DISTRICT
MINUTES**

**APRIL 2, 2007 – 6:00 P.M.
SRTD BOARD ROOM**

Conducted by Lauren Hammond of the SACOG Board, Barbara Bechtold and Ed Coviello SACOG Staff, and Tim Swank representing the Sacramento County Social Service Transportation Advisory Council. Also in attendance were Greta Vohlers and James Drake of Sacramento Regional Transit District and Bill Durant of Paratransit Inc.

Five people testified at the hearing. Correspondence was received from 21 people. Ms. Barbara Bechtold described the unmet transit needs process. Mr. James Drake gave a presentation on current service.

Ms. Hammond opened the hearing at 6:00 p.m. She introduced members of the hearing panel and explained that SACOG is responsible for administering the Transportation Development Act (TDA), which provides funds for transportation purposes throughout the SACOG region.

Ms. Bechtold also explained that after the hearing the Sacramento County Social Service Transportation Advisory Council (SSTAC) will meet to assist SACOG staff in analyzing the hearing testimony based on criteria adopted by the Board of Directors and further explained the SSTAC membership makeup.

Mr. Drake gave a brief overview of SRTD services.

Ms. Hammond opened the public hearing.

SUMMARY OF PUBLIC TESTIMONY

1. Mike Barnbaum, 89 #B Dean Road, Sacramento, CA

Mr. Barnbaum had multiple comments:

- A. Run the route #22 all the way down Arden Way on Saturday and Sunday just as it does Monday through Friday, rather than operating it as a shuttle between the Arden/Del Paso light rail station and Arden Fair Mall. The #22 should also serve the Fair Oaks and Marconi area.
- B. The route #8 that serves the Elder Creek and Glenn Elder Neighborhoods currently goes over speed humps. This route should go from the Florin area to Stockton Blvd. and 65th Street.

- C. Route #25 needs to run on Sunday as it is the only public transit service to Mercy San Juan Hospital.
- D. RT route #50E has recently been listed as underperforming (having a passenger per hour count of 17 vs. the expected 17.6). This route should go to Consumnes River College. Also, phase 2 of the Stockton Blvd. BRT should be implemented sooner.

2. Sheila Gunn Cushman, Arden Arcade, Sacramento, 95825, 4topgun@earthlink.net

Ms. Cushman had multiple comments:

- A. The route #26 stops running at 6:45 p.m. Monday through Friday, so it needs to run later (until approx. 9 p.m.).
- B. The Arden Arcade area needs a Neighborhood Shuttle.
- C. Route #36 is a 'lottery bus' that may or may not arrive and if it is running is frequently off schedule.
- D. The funds slated for the Downtown-Natomas-Airport light rail should be used for other more immediate transit needs in underserved areas.
- E. Better outreach needs to be done on the Unmet Transit Needs process.

3. David Bain, 7276 Milferd St., Sacramento, 95822, bronzeboar@yahoo.com

Mr. Bain would like to know if there is any chance of the old rail line that runs parallel to South Lank Park Drive. Also he would like to see an improvement in commuter bus service between Sacramento and Davis with more partnership/coordination between RT and Yolobus.

4. Richard Seyman, 2501 Florin Road, Sacramento, 95822

Mr. Seyman is employed by Paratransit, Inc. He had multiple comments:

- A. Transit needs to emphasize safety and comfort of use to increase ridership.
- B. Pedestrian accessibility is of utmost importance. Currently walking is the least safe form of transportation with it being 10 times as risky to be a pedestrian than drive a personal vehicle. Only .6% of federal transportation funding is spent on pedestrian safety.

5. Randell Hansen, 11610 Gold Country Blvd., Gold River, 95670, rhansen54@hotmail.com

Mr. Hansen had multiple comments:

- A. Light rail should run at a higher frequency, every 15 minutes, after 6 p.m. until 7 or 8 p.m.
- B. The shelters at light rail stops need to be longer/larger to accommodate more people during inclement weather, as well as located on both side of the tracks.
- C. Many downtown light rail transfer points are at inconvenient locations that force riders to walk long distances and cross busy intersections to transfer from one line/direction to another.

CORRESPONDENCE

1. Amy Thomas, Sacramento, athomas@scoe.net, 916-228-2250

Ms. Thomas works at the old Mather Air Force base and rides the bus to and from work each day. She appreciates that the bus arrives at ten minutes before the hour in the morning, but would like the once and hour bus to come more frequently in the evening so a person finishing work at 5 p.m. wouldn't have to wait for the 5:50 p.m. bus to get home. Ms. Thomas suggests the bus come every half hour at 10 before the hour and 20 minutes after the hour.

2. Lee Cox, 3410 Shadow Tree Drive #38, Sacramento, 95834, saclee@comcast.net

Mr. Cox regularly commutes on Regional Transit.. He works at 650 Howe Avenue. Mr. Cox would like the route #86 that departs from 9th and K to run 30 minutes later so that his and his coworkers' commutes don't have to involve taking three buses to get home (82 to Watt and El Camino, transfer to the 23 and Arden/Del Paso, to the 88 at W. El Camino and Truxel).

3. Lela JoAnn Flory, 365 Catterline Way, Folsom, 95630

Ms. Flory rides the light rail from Folsom to Sacramento everyday for work. She would like to see the inside of the trains cleaned on a regular basis, especially the Watt I-80/Meadowview trains.

4. Barbara Stanton, Sacramento, CA, barbs992@earthlink.net, 916-927-7446

Ms. Stanton had multiple comments:

- A. RT route #25 that runs on Marconi needs half hour service during the week and extended hours to 9 p.m. Also, Sunday service to 6 p.m. running once an hour.
- B. RT route #84 that runs on Watt Ave. in North Highlands needs to have Sunday service to 6 p.m. that runs hourly.

- C. The Exposition Bus needs to be re-instated as a neighborhood ride circulator route from Arden/Del Paso light rail station down Exposition past Cal Expo to Arden Fair and return to Arden/Del Paso light rail station.

5. Sandee Tom, Sacramento, CA, slcmtom@gmail.com

Ms. Tom had multiple comments:

- A. On RT bus route #61 there are no stops between South Land Park and Freeport at least four blocks apart. She would like to know why there isn't a stop at Monterey Way or on the inside street of Fruitridge Rd.
- B. The number of the bus route(s) should be posted in Braille or raised print at the bus stops, as it is very difficult for a visually impaired person to know what bus stop they are at.
- C. At the RT bus stop on 11th Ave. and Freeport a large tree blocks the view of the riders of oncoming buses and the bus drivers' view of waiting riders.

6. Dean Taketa, Rancho Cordova, CA, dtaketa@treasurer.ca.gov

Mr. Taketa is a long time RT rider, and he would like to see a shuttle running down Zinfandel to link the businesses along that corridor with the light rail so that more people would ride transit.

7. Carol Jacobi, Sacramento, CA, misscjacobi@yahoo.com

Ms. Jacobi lives at the RV park at the end of Ethan Way. She thinks there should be bus service on Ethan Way and Hurley Ave. south of Arden Way, as it has many entertainment venues, 2 schools, grocery stores and many apartments.

8. Clarence Watson, Sacramento, CA, c.jwatson@comcast.net

Mr. Watson has witnessed numerous incidents on the light rail nearest his home, at the Tiber light rail station. He feels the lack of competent security makes passengers feel unsafe and that is why many people choose not to ride even when transit is convenient for them to use.

9. Jon Johnson, Folsom, CA, j3apps@yahoo.com

Mr. Johnson rides the light rail from Folsom to downtown Sacramento. He thinks that RT needs to look at the feasibility of having express light rail runs to decrease the nearly one hour that it currently takes to travel from Folsom to downtown Sacramento. Mr. Johnson also believe that RT multi-ride/day/monthly passes are too expensive, especially regarding other transit agencies that give discounts for purchasing multi-ride/day/monthly passes.

10. Greg Justice, Sacramento, CA, ggjustic@ucdavis.edu

Mr. Justice would like to see RT run frequent service to Sacramento International Airport, more frequent than once an hour as the current service from Yolobus does and from when the airport opens in the morning for passenger traffic until it closes to passengers in the evening.

11. Lucia Rodriguez, Sacramento, CA, lu_gol@yahoo.es

Ms. Rodriguez would like to see the buses run more frequently in popular areas and where people need to use the bus at different/off hours.

12. Maxine Sherman, Sacramento, CA, Maxine.Sherman@post.ca.gov

Ms. Sherman had multiple comments:

- A. Buses come too infrequently; many buses only run every ½ hour, or worse, only once an hour.
- B. Buses do not connect between each other in a coordinated fashion, causing lengthy wait times.
- C. The RT system needs to expand its express routes.
- D. Some routes could use larger buses to accommodate heavy rider demand.
- E. Shuttle buses, vans, jitneys should be utilized for lower demand routes and/or to help connect areas and bus routes better.
- F. More or higher capacity bus racks should be added so that riders who use their bikes as a connection to transit don't get stranded.
- G. Please find a way to make it easier to load bicycles on the train as many people are not strong enough to carry their bikes up the steep flight of stairs.
- H. Bus service is lacking north/south across the central city as it is difficult to continue north of L Street.
- I. The price of RT is too high, so Sacramento should subsidize RT.

13. Rochelle Magness, Sacramento, CA, rmagness@cde.ca.gov

Information needs to be more readily available to passengers if there is a problem with bus or rail services.

14. Rebecca Burney, Sacramento, CA, near Folsom Blvd. and Bradshaw Road

Ms. Burney had multiple comments:

- A. The current RT bus service between the Butterfield and Mather Field Mills light rail stations is very poor, and runs on an hourly headway.
- B. Ms. Burney needs to get to the Rancho Cordova Library, at Horn Road and Folsom Blvd.
- C. Better and more frequent bus service or a new light rail station is needed in the area.
- D. Ms. Burney would like to know if there is going to be a Horn Road light rail station, as it would allow her to get to the Rancho Cordova Library.

15. Julie Welton, 1048 Rio Lane Apt. A, Sacramento, 95822, julezrulez@sbcglobal.net

Ms. Welton would like the RT bus route #2 to run on the weekends. She is transit dependent and it is difficult to make the 30 minute walk to the #6 or 61 lines that do not go to the places she needs to go like Vic's Supermarket, Target, and Sacramento City College.

16. John Hingtgen, 555 Douglas St. #71, West Sac, jhingtge@energy.state.ca.us

Mr. Hingtgen had multiple comments:

- A. Better service from downtown Sacramento to the Kaiser clinics on Response Road and on Fair Oaks.
- B. Better service to the airport, coordinated with Yolobus to fill in the weekend and holiday times with a full schedule, and perhaps more frequent service.
- C. More later evening service with light rail, especially from Folsom to downtown Sacramento.

17. Sara Schafer, 2901 El Camino #213, Sacramento, 95821

Ms. Schafer thinks the RT route #25 doesn't come often enough, once per hour, and the service stops too early at around 6 p.m. The bus also doesn't come near enough to the neighborhoods that need service such as the intersection of Garfield and Winding Way.

18. Sara, Sacramento, CA, biggmommy27@yahoo.com

Sara has mobility issues that make it difficult to walk to the bus stop. She lives in the middle of Edison Ave. on Fairview Court. It is a long walk to the RT #25, #26, and #87 line. She would like to see shuttle to get people from the interior of neighborhoods to main bus routes.

19. Elizabeth Young, Rescue, CA, lizyoung@fenris.net, 530-417-2896

Ms. Young is a graduate student at Sacramento State. Most graduate classes are offered at night. She uses light rail to get to and from campus and, although the closest stop to her house is the Glenn station in Folsom, the trains to and from Folsom have a limited schedule so she usually drives to the Sunrise light rail station. She would like to see the Goldline to/from Folsom run later during the week and begin running early on weekends.

20. Alexander Huttleston, Folsom, CA, alexmhh@gmail.com

Mr. Huttleston is a daily rider of RT light rail between Folsom and University/65th Street, but he often returns to Folsom after 7 p.m. and is forced to either have a friend pick him up or leaves his car at the Sunrise light rail station. He would like to see extended light rail service to/from Folsom, even if trains run on a reduced frequency (such as once an hour).

21. Leslie Maines, Sacramento, CA, 95817, 916-739-1544

Mr. Maines rides the RT light rail frequently. He has difficulty walking and must use the disabled access ramps at the light rail stations. Mr. Maines also has difficulty stands for long periods of time, but frequently has to lean on the railing of the light rail station ramps because there is no seating at the top of the ramp/boarding area. He would like to see some seating provided at the top of the light rail access ramps.



**SACRAMENTO AREA COUNCIL OF GOVERNMENTS
RESOLUTION NO. 34 – 2007**

**FINDING THAT THERE ARE UNMET TRANSIT NEEDS THAT ARE REASONABLE
TO MEET IN THE SACRAMENTO REGIONAL TRANSIT DISTRICT**

WHEREAS, the Sacramento Area Council of Governments has defined “unmet transit needs” and “reasonable to meet” in its Transportation Development Act Guidelines adopted on January 1994; and

WHEREAS, “unmet transit needs” are defined as “those needs identified as unmet transit needs and have been considered as part of the transportation planning process; i.e. in Short Range Transit Plans, special transit studies, the Americans with Disabilities Act (ADA) Complementary Paratransit Service Plans, and the Metropolitan Transportation Plan (MTP), and that have not been implemented or funded”; and

WHEREAS, unmet transit needs that are “reasonable to meet” are defined as meeting the definition above and all of the following criteria: community acceptance, equity, potential ridership, and cost effectiveness; and

WHEREAS, the Sacramento Regional Transit District identified transit needs considered in its transportation planning process; and

WHEREAS, public hearings on transit needs were held by SACOG in the SRTD Board Room on April 2, 2007, Citrus Heights on March 12, 2007, and before the SACOG Board of Directors on July 19, 2007; and

WHEREAS, transit needs considered in the transportation planning process and identified from the public hearing testimony have been analyzed to determine whether they are reasonable to meet using the SACOG adopted criteria, as detailed in the attached staff report; and

WHEREAS, the Sacramento County Social Service Transportation Advisory Council participated in the identification of transit needs and concurs with the staff analysis and recommendation.

NOW, THEREFORE, BE IT RESOLVED that the SACOG Board of Directors finds that: There are unmet transit needs that are reasonable to meet in the Sacramento Regional Transit District, including the city of Citrus Heights.

PASSED AND ADOPTED this 19th day of July 2007, by the following vote of the Board of Directors:

AYES:

NOES:

ABSTAIN:

ABSENT:

Rusty Dupray
Chair

Mike McKeever
Executive Director

	Not An Unmet Need	Unmet Need	Unmet Need that is Reasonable to Meet	Comments
Service				
Citrus Heights	Comments regarding transit services in the City of Citrus Heights have been listed under the Sacramento Regional Transit District (SRTD) as the public transit provider for the City.			
Elk Grove	San Joaquins (Amtrak) connector bus service everyday including holidays and weekends.			This comment will be forwarded to Amtrak. Not an unmet need.
	Extend e-TRAN commuter bus service to the Sacramento Valley Station.			The City of Elk Grove sent a letter in October 2006 to RT requesting a bus bay to serve the Amtrak Station. RT Deputy GM sent a letter back stating that due to the lack of bus bays and the potential of extending another RT route to Amtrak, e-tran and other operators will not be allowed to have a stop at the Amtrak station. The SSTAC believes this is a good idea and would provide a direct link with SRTD light rail & buses, as well as Amtrak services. Not an unmet need.
	Regular/non-commute direct bus service from Elk Grove to downtown Sacramento.			It is currently possible to take regular fixed route transit service from Elk Grove to downtown Sacramento. This is not an unmet need.
	There is no viable-way to get to the hospital on regular fixed route public transportation.			It is currently possible to take regular fixed route transit service from Elk Grove and transfer to SRTD bus or rail service to get to any of the region's hospitals. This is not an unmet need.
	Bus rapid transit services should be considered for Highway 99 and I-5.			This comment will be forwarded to the SACOG MTP Team. Not an unmet need.
	South Elk Grove near Bilby Road needs transit service to the Meadowview light rail station.			There is transit service in south Elk Grove within reasonable walking distance from Bilby Road. This is not an unmet need.
	A commuter bus that goes from Elk Grove Bl./Franklin Bl. to the University of CA Davis campus, preferably two early morning and two late afternoon routes.			This comment came from only one person and therefore is not an unmet need.
	Service on the e-TRAN route #60 line that goes to downtown Sacramento between 7:15 a.m. and 8:00 a.m., as well as service after 8:00 a.m. (from the Lowe's bus stop).			Direct commute transit service is available via other e-TRAN routes between the listed times. This is not an unmet need.

Service	Not An Unmet Need	Unmet Need	Unmet Need that is Reasonable to Meet	Comments
	An additional run added to the bus 52 in the morning and evening since it is frequently standing room only.			The City of Elk Grove transit system will add more trips on June 17, 2007. Route #52 will have a 10 a.m. and 10 p.m. trip. This is an unmet need that is reasonable to meet.
	A later route #53 in the morning and evening, something that would get to downtown Sacramento between 7:30 & 7:45 a.m. and return to Elk Grove after 5:00 p.m.			There are multiple e-TRAN commute routes that get to downtown Sacramento during the morning and evening peak periods. Not an unmet need.
	Additional e-TRAN buses that serve downtown Sacramento between 8 a.m. and 3 p.m. to help people move between Elk Grove and Sacramento when they need to.			There is currently transit services that can be used to travel from Elk Grove to downtown Sacramento between 8 a.m. & 3 p.m. This is not an unmet need.
	Amtrak should provide a service similar to the Capitol Corridor service between Elk Grove and Sacramento.			This comment will be forwarded to Amtrak. Not an unmet need.
	Express service from Elk Grove to the Old Placerville Road area in Rancho Cordova.			e-TRAN plans to ask the Elk Grove City Council in summer 2007 for authorization to provide commuter bus service to Rancho Cordova. The request will then be passed on to the Sacramento Regional Transit District who will make the final decision on whether or not to allow e-TRAN to serve the City of Rancho Cordova. This is an unmet transit need that is reasonable to meet.
	An additional run of the e-TRAN route #57 during the rush hour between 7:00 a.m. and 7:30 a.m.			The City of Elk Grove transit system plans to add an additional route #57 trip in the morning & evening in August. There is ridership demand for this request. This is an unmet need that is reasonable to meet.
	e-TRAN should 'think outside the box/county' and provide early morning express bus service to downtown Sacramento and the Sacramento Valley Station, so that Bay Area commuters could use Amtrak as a commute alternative.			e-TRAN currently provides early morning commute service that has stops within reasonable walking distance of the Sacramento Valley Station. This is not an unmet need.
	Express buses to downtown Sacramento that run late enough in the morning or evening to fit a 9 a.m. to 6 p.m. schedule.			There is currently commute service that arrives in downtown Sacramento at approximately 8:30 a.m., but no service that leaves downtown after 6 p.m. Is this request reasonable.
	Later evening service so that Elk Grove residents can attend Music Circus and Community Center Theater performances without having to drive and try to park in downtown Sacramento.			This request was made by only one person & is therefore not an unmet need.

	Not An Unmet Need	Unmet Need	Unmet Need that is Reasonable to Meet	Comments
Service				
	Non-commute/non-peak hour bus service from a few points in Elk Grove to the Meadowview light rail station to lessen the commute to downtown Sacramento for Elk Grove residents who don't work traditional 8 a.m. to 5 p.m. schedules.			It is currently possible to get from Elk Grove to downtown Sacramento on fixed route transit services. This is not an unmet need.
		Have the commute buses that run to/from Sacramento allow passengers on the return trip.		Riders should be allowed on the reverse commute rather than having buses deadhead back to Elk Grove/Sac. This is an unmet transit need that is not reasonable to meet.
	Tie services in e-TRAN bus services with the nearest light rail station at Meadowview Road.			There is currently fixed route transit services available that can transport riders from Elk Grove to SRTD light rail. This is not an unmet need.
	Direct transit link between the City of Elk Grove and employment areas of Folsom.			It is currently possible to take transit from Elk Grove to Folsom. Not an unmet need.
Folsom		Have dial-a-ride available to the general public on weekends.		This is an unmet need that is not reasonable to meet.
	The FSL route #10 is timed poorly & doesn't sync up with the light rail service.			The FSL route #10 serves the Folsom light rail line. This is not an unmet need.
	FSL should run a shuttle to/from Intel all day.			Intel runs a shuttle to/from the Folsom light rail line at the peak morning and evening & fixed route transit service is available
Galt	Direct no transfer service from Galt to central Sacramento similar to service provided by San Joaquin Transit's Stockton to Sacramento Commuter service.			South County Transit (SCT) has offered this type of service in the recent past & didn't have any ridership. This is not an unmet need.
Isleton	none			
Sacramento County	Highway 99 bus route between Lodi, Galt, Elk Grove & Sacramento that runs on the weekends.			This request came from just one person & is therefore not an unmet need.
	When is there going to be commute bus service near the intersection of Vineyard Road and Calvine Road in the County of Sacramento?			This request came from just one person & is therefore not an unmet need.
SRTD		SRTD light rail to Folsom run up to 10 trips after the current end time of 7:01 p.m. Funding is limited so this service should be implemented in phases eventually having 30 minute service available up to 10 p.m.		Later evening service on the Goldline/Folsom light rail is being considered. This is an unmet need that is not reasonable to meet.

	Not An Unmet Need	Unmet Need	Unmet Need that is Reasonable to Meet	Comments
Service				
			As suggested in the Folsom SRTP, that RT should extend route #24 to the Historic Folsom light rail station with 30 minute service at the peak periods.	Bus service provided by SRTD to/from the Historic Folsom light rail station to/from the Orangevale area of Sacramento County is being looked into. This is an unmet need that is reasonable to meet.
		More late evening service of SRTD light rail, especially the Folsom to downtown line.		Later evening service on the Goldline/Folsom light rail is being considered. This is an unmet need that is not reasonable to meet.
			RT routes #23 & 25, increased frequency along these routes and expanded service to Mercy San Juan Hospital.	Sunday service is being considered on the route #25. The ridership on the route #23 would not support the suggested changes. The route #25 changes are unmet needs that are reasonable to meet.
			Need for neighborhood shuttles to serve the area. (Citrus Heights)	Two neighborhood shuttles currently serve the City of Citrus Heights. This is not an unmet need.
	If the route #91 service is eliminated, some service should be provided along the route by extending route #21. (Citrus Heights)			No modifications or reductions in service for the route #91 were proposed at the time of this evaluation. This is not an unmet need.
	Route #105, if it is eliminated, route #25 should be extended to provide continued service along the route. (Citrus Heights)			No modifications or reductions in service for the route #105 were proposed at the time of this evaluation. This is not an unmet need.
			Route 29 and 25 provide service at the Sunrise Mall Centre do not have Sunday or holiday service. Could these routes hours be extended to provide additional service to the expanded San Juan Hospital? (Citrus Heights)	Sunday service is being considered on the route #25. Route 29 is a commute route, so the suggested changes aren't appropriate. The route #25 changes are unmet needs that are reasonable to meet.
	Route #25 service should be changed if service to the Arden Del Paso Station is changed to the Swanston Station. (Citrus Heights)			This comment does not relay an unmet transit need. This is not an unmet need.
			Route #24 should be extended to Historic Folsom to provide job access. (Citrus Heights)	Bus service provided by SRTD to/from the Historic Folsom light rail station to/from the Orangevale area of Sacramento County is being looked into. This is an unmet need that is reasonable to meet.

	Not An Unmet Need	Unmet Need	Unmet Need that is Reasonable to Meet	Comments
Service				
	Service hours in the Citrus Heights area do not last long enough to provide reasonable service to riders.			This comment is too vague to analyze. Not an unmet need.
			RT route #25 doesn't come often enough, once per hour, & the service stops too early around 6 p.m. (Citrus Heights)	Sunday service is being considered on route #25. This is an unmet need that is reasonable to meet.
	The bus doesn't come near enough to the neighborhoods that need service such as the intersection of Garfield and Winding Way. (Citrus Heights)			This comment came from just one person. Not an unmet need.
			25 Marconi - 1/2 hour service during the week and extended hours to 9 p.m. and Sunday service to 6 p.m. running once an hour. (Citrus Heights)	More frequent service during the week is not an unmet need. Later evening and Sunday service are being considered for route #25. This is an unmet need that is reasonable to meet.
			RT route #84 Watt Avenue/North Highlands needs Sunday service to 6 p.m. once an hour.	There is currently no service north of Don Julio Blvd along the Route 84 alignment on Sundays. This is an unmet need that is reasonable to meet.
			Re-instatement of the Exposition Bus as a neighborhood ride circulator route from Arden/Del Paso light rail station down Exposition Blvd. past Cal Expo to Arden Fair and return to Arden/Del Paso light rail station.	Some bus service in the area is being considered. This is an unmet need that is reasonable to meet.
	The RT route #22 should run later hours when going to the Arden/Del Paso light rail station. (Citrus Heights)			This comment came from just one person. Not an unmet need.
	It would be beneficial to the Fair Oaks/Orangevale area residents if more services were available or at the very least extend the little service that is available to run later into the evening. (beyond 5 p.m.)			This comment came from just one person. Not an unmet need.
	Sunday service to/from the Watt/I-80 LRT station should be more dispersed rather than most runs arriving/departing in an approximately 15 minute period.			The grouping of bus routes allows for easy transfers between routes. This is not an unmet need.
			Run the route #22 all the way down Arden Way on Saturday and Sunday just as it does Monday through Friday, rather than operating it as a shuttle between the Arden/Del Paso light rail station and Arden Fair Mall.	Bus service further down Arden Way is being considered. This is an unmet need that is reasonable to meet.
	The #22 should serve the Fair Oaks & Marconi area.			There is currently bus service to these areas. This is not an unmet need.
			Route #25 needs to run on Sunday as it is the only public transit service to Mercy San Juan Hospital.	Later evening and Sunday service are being considered for route #25. This is an unmet need that is reasonable to meet.

	Not An Unmet Need	Unmet Need	Unmet Need that is Reasonable to Meet	Comments
Service				
	RT route #50E should go to Consumnes River College, by implementing Phase 2 of the Stockton Blvd. BRT sooner.			There is already bus service from the Stockton Blvd. area to CRC. This is no an unmet need.
			The route #26 stops running at 6:45 p.m. M-F, so it needs to run later (until approx. 9 p.m.)	Later evening service is being considered for this route. This is an unmet need that is reasonable to meet.
	The Arden Arcade area needs a Neighborhood Shuttle.			This area currently has transit service. A neighborhood ride type shuttle is being considered as part of RT long range plans and the MTP. This is not an unmet need.
	The funds slated for the Downtown-Natomas Airport light rail should be used for other more immediate transit needs in underserved areas.			This is not an unmet need.
	Light rail should run at a higher frequency, every 15 minutes, after 6 p.m. until 7 or 8 p.m.			A majority the SRTD light rail system runs on 15 minute headways until 7 p.m. This is not an unmet need.
	Mather Business Park bus should come every half hour at 10 before the hour and 20 minutes after the hour at peak commute times.			There is currently transit service to the Mather Business Park & ridership does not support an increase in frequency. This is not an unmet need.
	Have the route #86 that departs from 9th and K to run 30 minutes later so that commuters don't have to take three or more buses to get home.			The commenter is able to get home via public transit but must transfer to do so. This is not an unmet need.
			RT route #25 that runs on Marconi needs half hour service during the week and extended hours to 9 p.m.	Increase frequency during the week (M-F) is not supported by ridership. Later evening and Sunday service are being considered for route #25. This is an unmet need that is reasonable to meet.
			RT route #25 needs Sunday service to 6 p.m. running once an hour.	Later evening and Sunday service are being considered for route #25. This is an unmet need that is reasonable to meet.
	Create a shuttle running down Zinfandel Drive to link the businesses along that corridor with the light rail, so that more people would ride transit.			There is light rail as well as some bus service along the Zinfandel Drive corridor. This is not an unmet need.
	There should be bus service on Ethan Way and Hurley Ave. south of Arden Way, as it has many entertainment venues, 2 schools, grocery stores and many apartments.			There is transit service in existence in this area. This is not an unmet need.
	RT needs to look at the feasibility of having express light rail runs to decrease the nearly one hour that it currently takes to travel from Folsom to downtown Sacramento.			More frequent service is not supported by ridership numbers & is not physically possible with the rail alignment. This is not an unmet need.

Service	Not An Unmet Need	Unmet Need	Unmet Need that is Reasonable to Meet	Comments
	RT should run frequent service to Sacramento International Airport, more frequent than once an hour as the current service from Yolobus does & from when the airport opens in the morning for passenger traffic until it closes to passengers.			SRTD is nearing the completion of a final DEIR/EIS for the DNA line. This study includes a TSM alternative that evaluates bus service to the Sacramento Airport. There is currently bus service to SMF airport provided by Yolobus, and that service will extend its morning and evening weekend services in the near future. As such, this is not an unmet need.
	RT route #25 doesn't come often enough, once per hour, and the service stops to early at around 6 p.m.			Increase frequency during the week (M-F) is not supported by ridership. Later evening and Sunday service are being considered for route #25. This is an unmet need that is reasonable to meet.
	Buses come too infrequently; many buses only run every 1/2 hour, or worse, only once an hour.			Not an unmet need.
	Buses run more frequently in popular areas & where people need to use the bus at different/off hours.			Not an unmet need.
	Buses do not connect between each other in a coordinated fashion, causing lengthy wait times.			Not an unmet need.
	The RT system needs to expand its express routes.			Not an unmet need.
	RT needs more frequent bus service between the Butterfield and Mather Field Mills light rail stations, it currently run on an hourly headway.			Ridership on the bus route does not support an increase in frequency. This is not an unmet need.
	Bus service to the Rancho Cordova Library, at Horn Road and Folsom Blvd.			There is currently bus service to the Rancho Cordova Library. This is not an unmet need.
	Better and more frequent bus service or a new light rail station is needed in the Rancho Cordova area.			There is already bus service to Rancho Cordova. This is not an unmet need.
	RT bus route #2 to run on the weekends, as the #6 or 61 lines that do not go to the places many people need to go like Vic's Supermarket, Target, and Sacramento City College.			The routes #6 & 61 do run near all the mentioned locations. This is not an unmet need.
	Better service from downtown Sacramento to the Kaiser clinics on Response Road and on Fair Oaks.			There is currently bus service to both of the Kaiser Clinics listed. This is not an unmet need.
	Better service to the airport, coordinated with Yolobus to fill in the weekend and holiday times with a full schedule, and perhaps more frequent service.			SRTD is nearing the completion of a final DEIR/EIS for the DNA line. This study includes a TSM alternative that evaluates bus service to the Sacramento Airport. There is currently bus service to SMF airport provided by Yolobus, and that service will extend its morning and evening weekend services in the near future. As such, this is not an unmet need.

	Not An Unmet Need	Unmet Need	Unmet Need that is Reasonable to Meet	Comments
Service				
	Implement shuttle services to get people from the interior of suburban neighborhoods to main bus routes, particularly near Edison Ave and Fairview Ct.			Service along Edison Ave is an unmet need that is reasonable to meet.
		Run the Goldline to/from Folsom run later during the week (M-F) and begin running earlier on weekends.		Early morning service is not warranted on this line. Later evening service on the Goldline/Folsom light rail is being considered. This is an unmet need that is not reasonable to meet.
Operations				
Operational comments are not considered unmet transit needs.				
Citrus Heights	Operational comments relating to SRTD are listed under SRTD.			
Elk Grove	Rename the intra-city route the e-TRAN #156 the 'Weekend Circulator'.			
	There seems to be a lack of cooperation between Sacramento Regional Transit & e-TRAN when it comes to transfers.			
	SACOG needs to do something about the high level of congestion on Highway 99.			
	Public transit should be free during non-commute times.			
	More off-street trails and linkages from inside nested/cul-de-sac style			
	Concern about the age of expansion/replacement buses that the City			
	Concerns about the reliability of the buses currently in service regarding breakdowns and malfunctions.			
	e-TRAN drivers need more experience and training.			
Folsom	At the Glenn Station the evening bus (4:24 p.m.) route #30 doesn't wait for people getting off the light rail train. This situation is especially difficult for people with mobility impairments because the buses wait at the opposite end of the platform from where the disabled ramp access to the light rail vehicles is located.			
	Create a Folsom to Auburn bus that terminates at the Auburn Amtrak station.			
	Signage on the buses is not good making it difficult to figure out which bus is the 'right'			

	Not An Unmet Need	Unmet Need	Unmet Need that is Reasonable to Meet	Comments
Service				
	There is an extra cost associated with transferring from the RT light rail to the FSL.			
	More bicycle lockers installed at and around the LRT stations in Folsom for commuters who use their bicycles as a connection to			
Galt	none			
Isleton	none			
Sacramento County	none			
SRTD	The route #8 that serves the Elder Creek & Glenn Elder Neighborhoods currently goes			
	Route #36 is a 'lottery bus' that may or may not arrive & if it is running is frequently off schedule.			
	Some sections of the LRT track are extremely bumpy & need improvement/smoothing of the ride.			
	Regional Transit's schedules do not reflect the time to handle passengers who need help boarding and disembarking. (Citrus			
	Modal connections do not reflect proper timing to allow for transfers between modes. (Citrus Heights)			
	There have been several times when buses have broken down on the same route. Sometimes the same bus breaks down			
	Regional Transit does not seem to have enough buses to meet its service demands. (Citrus Heights)			
	Better outreach needs to be done on the Unmet Transit Needs process.			
	Improve commuter bus service between Sacramento and Davis with more partnership/coordination between RT and			
	A transit user would like to know if there is any chance of running service on the old rail			
	Transit needs to emphasize safety and comfort of use to increase ridership.			
	Pedestrian accessibility is of utmost importance. Currently walking is the least safe form of transportation with it being 10 times as risky to be a pedestrian than drive a personal vehicle. Only 0.6% of federal transportation funding is spent on pedestrian safety.			
	The shelters at light rail stops need to be longer/larger to accommodate more people during inclement weather, as well as located on both sides of the tracks.			
	Many downtown light rail transfer points are at inconvenient locations that force riders to walk long distances and cross busy intersections to transfer from one line/direction to another.			

	Not An Unmet Need	Unmet Need	Unmet Need that is Reasonable to Meet	Comments
Service				
	Clean the inside of the light rail trains on a regular basis, especially the Watt I-80/Meadowview trains.			
	RT bus route #61 there are no stops between South Land Park & Freeport at least four blocks apart, so put a stop at Monterey Way or on the inside street of Fruitridge Rd.			
	The number of the bus route(s) should be posted in Braille or raised print at the bus stops, as it is very difficult for a visually impaired person to know what bus stop they at at.			
	At the RT bus stop on 11th Ave and Freeport a large tree blocks the view of the riders of oncoming buses and the bus drivers' view of waiting riders.			
	The lack of competent security makes passengers feel unsafe & that is why many people choose not to ride even when transit is convenient for them to use.			
	RT multi-ride/day/monthly passes are to expensive, especially regarding other transit agencies that give discounts for purchasing multi-ride/day/monthly passes.			
	Some routes could use larger buses to accommodate heavy rider demand.			
	Shuttle buses, vans, jitneys should be utilized for lower demand routes and/or to help connect areas and bus routes better.			
	More or higher capacity bus racks should be added so that riders who use their bikes as a connection to transit don't get stranded.			
	Please find a way to make it easier to load bicycles on the train as many people are not strong enough to carry their bikes up the steep flight of stairs.			
	Bus service is lacking north/sout across the central city as it is difficult to continue north of L Street.			
	The price of RT is too high, so Sacramento should subsidize RT.			
	Information needs to be more readily available to passengers if there is a problem with bus or rail services.			
	A Horn Road light rail station is needed.			
	There aren't places to sit down on the disabled access ramp waiting areas at light rail stations for those who cannot stand for long periods of time.			



**SACRAMENTO AREA COUNCIL OF GOVERNMENTS
RESOLUTION NO. 33 – 2007**

**FINDING THAT THERE ARE NO UNMET TRANSIT NEEDS THAT ARE
REASONABLE TO MEET IN THE UNINCORPORATED AREAS OF SACRAMENTO
COUNTY**

WHEREAS, the Sacramento Area Council of Governments has defined “unmet transit needs” and “reasonable to meet” in its Transportation Development Act Guidelines adopted on January 1994; and

WHEREAS, “unmet transit needs” are defined as “those needs identified as unmet transit needs and have been considered as part of the transportation planning process; i.e. in Short Range Transit Plans, special transit studies, the Americans with Disabilities Act (ADA) Complementary Paratransit Service Plans, and the Metropolitan Transportation Plan (MTP), and that have not been implemented or funded”; and

WHEREAS, unmet transit needs that are “reasonable to meet” are defined as meeting the definition above and all of the following criteria: community acceptance, equity, potential ridership, and cost effectiveness; and

WHEREAS, the County of Sacramento identified transit needs considered in its transportation planning process; and

WHEREAS, a public hearing on transit needs was held by SACOG at the Citrus Heights City Council Chambers on March 12, 2007, at the Laguna Town Hall in Elk Grove on April 17, 2007, at the Folsom Chamber of Commerce on April 16, 2007, at the Galt City Council Chambers on March 5, 2007 and Isleton City Council Chambers on March 19, 2007, in the SRTD Board Room on April 2, 2007, and before the SACOG Board of Directors on July 19, 2007; and

WHEREAS, transit needs considered in the transportation planning process and identified from the public hearing testimony have been analyzed to determine whether they are reasonable to meet using the SACOG adopted criteria, as detailed in the attached staff report; and

WHEREAS, the Sacramento County Social Service Transportation Advisory Council participated in the identification of transit needs and concurs with the staff analysis and recommendation.

NOW, THEREFORE, BE IT RESOLVED that the SACOG Board of Directors finds that: There are no unmet transit needs that are reasonable to meet in the Unincorporated Areas of the County of Sacramento.

PASSED AND ADOPTED this 19th day of July 2007, by the following vote of the Board of Directors:

AYES:

NOES:

ABSTAIN:

ABSENT:

Rusty Dupray
Chair

Mike McKeever
Executive Director



**SACRAMENTO AREA COUNCIL OF GOVERNMENTS
RESOLUTION NO. 35 – 2007**

**FINDING THAT THERE ARE NO UNMET TRANSIT NEEDS THAT ARE
REASONABLE TO MEET IN THE UNINCORPORATED AREAS OF
THE COUNTY OF SUTTER**

WHEREAS, the Sacramento Area Council of Governments has defined “unmet transit needs” and “reasonable to meet” in its Transportation Development Act Guidelines adopted on January 1994; and

WHEREAS, “unmet transit needs” are defined as “those needs identified as unmet transit needs and have been considered as part of the transportation planning process; i.e. in Short Range Transit Plans, special transit studies, the Americans with Disabilities Act (ADA) Complementary Paratransit Service Plans, and the Metropolitan Transportation Plan (MTP), and that have not been implemented or funded”; and

WHEREAS, unmet transit needs that are “reasonable to meet” are defined as meeting the definition above and all of the following criteria: community acceptance, equity, potential ridership, and cost effectiveness; and

WHEREAS, the County of Sutter identified transit needs considered in its transportation planning process; and

WHEREAS, a public hearing on transit needs was held by SACOG at the Yuba City Council Chambers on March 27, 2007, and the Yuba County Government Center on March 8, 2007 and before the SACOG Board of Directors on July 19, 2007; and

WHEREAS, transit needs considered in the transportation planning process and identified from the public hearing testimony have been analyzed to determine whether they are reasonable to meet using the SACOG adopted criteria, as detailed in the attached staff report; and

WHEREAS, the Joint Sutter-Yuba County Social Service Transportation Advisory Council participated in the identification of transit needs and concurs with the staff analysis and recommendation.

NOW, THEREFORE, BE IT RESOLVED that the SACOG Board of Directors finds that: There are no unmet transit needs that are reasonable to meet in the Unincorporated Areas of the County of Sutter.

PASSED AND ADOPTED this 19th day of July 2007, by the following vote of the Board of Directors:

AYES:

NOES:

ABSTAIN:

ABSENT:

Rusty Dupray
Chair

Mike McKeever
Executive Director

**PUBLIC HEARING ON TRANSIT NEEDS IN THE CITY OF ISLETON
MINUTES**

**MARCH 19, 2007 – 2:00 P.M.
ISLETON CITY HALL – COUNCIL CHAMBERS**

Conducted by Ed Coviello and Gary Taylor, SACOG staff, and David Soto representing the Sacramento County Social Service Transportation Advisory Council. Also in attendance was Grace Malson of South County Transit.

No one testified at the hearing. No correspondence was received. Mr. Ed Coviello described the unmet transit needs process. Ms. Malson gave a presentation on current service. Mr. Soto asked about dial-a-ride services and ADA accessibility. Ms. Malson responded by saying that the Delta area dial-a-ride run by South County Transit is open to the general public as well as those who qualify under the ADA.

Mr. Coviello opened the hearing at 2:00 p.m. He introduced members of the hearing panel and explained that SACOG is responsible for administering the Transportation Development Act (TDA), which provides funds for transportation purposes throughout the SACOG region.

Mr. Coviello explained that after the hearing the Sacramento County Social Service Transportation Advisory Council (SSTAC) will meet to assist SACOG staff in analyzing the hearing testimony based on criteria adopted by the Board of Directors, and further explained the SSTAC membership makeup.

Mr. Coviello opened the public hearing.

SUMMARY OF PUBLIC TESTIMONY

None.

CORRESPONDENCE

None.



**SACRAMENTO AREA COUNCIL OF GOVERNMENTS
RESOLUTION NO. 41 – 2007**

**FINDING THAT THERE ARE NO UNMET TRANSIT NEEDS IN THE
UNINCORPORATED AREAS OF YOLO COUNTY**

WHEREAS, the Sacramento Area Council of Governments has defined “unmet transit needs” and “reasonable to meet” in its Transportation Development Act Guidelines adopted on January 1994; and

WHEREAS, “unmet transit needs” are defined as “those needs identified as unmet transit needs and have been considered as part of the transportation planning process; i.e. in Short Range Transit Plans, special transit studies, the Americans with Disabilities Act (ADA) Complementary Paratransit Service Plans, and the Metropolitan Transportation Plan (MTP), and that have not been implemented or funded”; and

WHEREAS, unmet transit needs that are “reasonable to meet” are defined as meeting the definition above and all of the following criteria: community acceptance, equity, potential ridership, and cost effectiveness; and

WHEREAS, the County of Yolo identified transit needs considered in its transportation planning process; and

WHEREAS, a public hearing on transit needs was held by SACOG at the Davis City Council Chambers on April 12, 2007, at the West Sacramento Civic Center on April 6, 2007, at the Winters City Council Chambers on March 21, 2007 and at the Woodland Public Library on March 14, 2007, and before the SACOG Board of Directors on July 19, 2007; and

WHEREAS, transit needs considered in the transportation planning process and identified from the public hearing testimony have been analyzed to determine whether they are reasonable to meet using the SACOG adopted criteria, as detailed in the attached staff report; and

WHEREAS, the Yolo County Social Service Transportation Advisory Council participated in the identification of transit needs and concurs with the staff analysis and recommendation.

NOW, THEREFORE, BE IT RESOLVED that the SACOG Board of Directors finds that: There are no unmet transit needs that are reasonable to meet in the Unincorporated Areas of the County of Yolo.

PASSED AND ADOPTED this 19th day of July 2007, by the following vote of the Board of Directors:

AYES:

NOES:

ABSTAIN:

ABSENT:

Rusty Dupray
Chair

Mike McKeever
Executive Director



**SACRAMENTO AREA COUNCIL OF GOVERNMENTS
RESOLUTION NO. 42 – 2007**

**FINDING THAT THERE ARE NO UNMET TRANSIT NEEDS THAT ARE
REASONABLE TO MEET IN THE UNINCORPORATED AREAS OF THE
COUNTY OF YUBA**

WHEREAS, the Sacramento Area Council of Governments has defined “unmet transit needs” and “reasonable to meet” in its Transportation Development Act Guidelines adopted on January 1994; and

WHEREAS, “unmet transit needs” are defined as “those needs identified as unmet transit needs and have been considered as part of the transportation planning process; i.e. in Short Range Transit Plans, special transit studies, the Americans with Disabilities Act (ADA) Complementary Paratransit Service Plans, and the Metropolitan Transportation Plan (MTP), and that have not been implemented or funded”; and

WHEREAS, unmet transit needs that are “reasonable to meet” are defined as meeting the definition above and all of the following criteria: community acceptance, equity, potential ridership, and cost effectiveness; and

WHEREAS, the County of Yuba identified transit needs considered in its transportation planning process; and

WHEREAS, a public hearing on transit needs was held by SACOG at the Yuba City Council Chambers on March 27, 2007, and the Yuba County Government Center on March 8, 2007 and before the SACOG Board of Directors on July 19, 2007; and

WHEREAS, transit needs considered in the transportation planning process and identified from the public hearing testimony have been analyzed to determine whether they are reasonable to meet using the SACOG adopted criteria, as detailed in the attached staff report; and

WHEREAS, the Joint Sutter-Yuba County Social Service Transportation Advisory Council participated in the identification of transit needs and concurs with the staff analysis and recommendation.

NOW, THEREFORE, BE IT RESOLVED that the SACOG Board of Directors finds that: There are no unmet transit needs that are reasonable to meet in the Unincorporated Areas of the County of Yuba.

PASSED AND ADOPTED this 19th day of July 2007, by the following vote of the Board of Directors:

AYES:

NOES:

ABSTAIN:

ABSENT:

Rusty Dupray
Chair

Mike McKeever
Executive Director



**SACRAMENTO AREA COUNCIL OF GOVERNMENTS
RESOLUTION NO. 36 – 2007**

**FINDING THAT THERE ARE UNMET TRANSIT NEEDS THAT ARE NOT
REASONABLE TO MEET IN THE CITY OF WEST SACRAMENTO**

WHEREAS, the Sacramento Area Council of Governments has defined “unmet transit needs” and “reasonable to meet” in its Transportation Development Act Guidelines adopted on January 1994; and

WHEREAS, “unmet transit needs” are defined as “those needs identified as unmet transit needs and have been considered as part of the transportation planning process; i.e. in Short Range Transit Plans, special transit studies, the Americans with Disabilities Act (ADA) Complementary Paratransit Service Plans, and the Metropolitan Transportation Plan (MTP), and that have not been implemented or funded”; and

WHEREAS, unmet transit needs that are “reasonable to meet” are defined as meeting the definition above and all of the following criteria: community acceptance, equity, potential ridership, and cost effectiveness; and

WHEREAS, the City of West Sacramento identified transit needs considered in its transportation planning process; and

WHEREAS, a public hearing on transit needs was held by SACOG at the West Sacramento Civic Center on April 6, 2007 and before the SACOG Board of Directors on July 19, 2007; and

WHEREAS, transit needs considered in the transportation planning process and identified from the public hearing testimony have been analyzed to determine whether they are reasonable to meet using the SACOG adopted criteria, as detailed in the attached staff report; and

WHEREAS, the Yolo County Social Service Transportation Advisory Council participated in the identification of transit needs and concurs with the staff analysis and recommendation.

NOW, THEREFORE, BE IT RESOLVED that the SACOG Board of Directors finds that: There are unmet transit needs that are not reasonable to meet in the City of West Sacramento.

PASSED AND ADOPTED this 19th day of July 2007, by the following vote of the Board of Directors:

AYES:

NOES:

ABSTAIN:

ABSENT:

Rusty Dupray
Chair

Mike McKeever
Executive Director



**SACRAMENTO AREA COUNCIL OF GOVERNMENTS
RESOLUTION NO. 36 – 2007**

**FINDING THAT THERE ARE NO UNMET TRANSIT NEEDS THAT ARE
REASONABLE TO MEET IN THE CITY OF WEST SACRAMENTO**

WHEREAS, the Sacramento Area Council of Governments has defined “unmet transit needs” and “reasonable to meet” in its Transportation Development Act Guidelines adopted on January 1994; and

WHEREAS, “unmet transit needs” are defined as “those needs identified as unmet transit needs and have been considered as part of the transportation planning process; i.e. in Short Range Transit Plans, special transit studies, the Americans with Disabilities Act (ADA) Complementary Paratransit Service Plans, and the Metropolitan Transportation Plan (MTP), and that have not been implemented or funded”; and

WHEREAS, unmet transit needs that are “reasonable to meet” are defined as meeting the definition above and all of the following criteria: community acceptance, equity, potential ridership, and cost effectiveness; and

WHEREAS, the City of West Sacramento identified transit needs considered in its transportation planning process; and

WHEREAS, a public hearing on transit needs was held by SACOG at the West Sacramento Civic Center on April 6, 2007 and before the SACOG Board of Directors on July 19, 2007; and

WHEREAS, transit needs considered in the transportation planning process and identified from the public hearing testimony have been analyzed to determine whether they are reasonable to meet using the SACOG adopted criteria, as detailed in the attached staff report; and

WHEREAS, the Yolo County Social Services Transportation Advisory Council believes there are unmet transit needs in the City of West Sacramento, though no funding is currently available to fulfill these needs; therefore, the needs are not reasonable to meet; and

WHEREAS, the Yolo County Social Service Transportation Advisory Council participated in the identification of transit needs and concurs with the staff analysis and recommendation.

NOW, THEREFORE, BE IT RESOLVED that the SACOG Board of Directors finds that: There are no unmet transit needs that are reasonable to meet in the City of West Sacramento.

PASSED AND ADOPTED this 19th day of July 2007, by the following vote of the Board of Directors:

AYES:

NOES:

ABSTAIN:

ABSENT:

Rusty Dupray
Chair

Mike McKeever
Executive Director



**SACRAMENTO AREA COUNCIL OF GOVERNMENTS
RESOLUTION NO. 37 – 2007**

**FINDING THAT THERE ARE NO UNMET TRANSIT NEEDS THAT ARE
REASONABLE TO MEET IN THE CITY OF WHEATLAND**

WHEREAS, the Sacramento Area Council of Governments has defined “unmet transit needs” and “reasonable to meet” in its Transportation Development Act Guidelines adopted on January 1994; and

WHEREAS, “unmet transit needs” are defined as “those needs identified as unmet transit needs and have been considered as part of the transportation planning process; i.e. in Short Range Transit Plans, special transit studies, the Americans with Disabilities Act (ADA) Complementary Paratransit Service Plans, and the Metropolitan Transportation Plan (MTP), and that have not been implemented or funded”; and

WHEREAS, unmet transit needs that are “reasonable to meet” are defined as meeting the definition above and all of the following criteria: community acceptance, equity, potential ridership, and cost effectiveness; and

WHEREAS, the City of Wheatland identified transit needs considered in its transportation planning process; and

WHEREAS, a public hearing on transit needs was held by SACOG at the Yuba County Government Center on March 28, 2007, and before the SACOG Board of Directors on July 19, 2007; and

WHEREAS, transit needs considered in the transportation planning process and identified from the public hearing testimony have been analyzed to determine whether they are reasonable to meet using the SACOG adopted criteria, as detailed in the attached staff report; and

WHEREAS, the Joint Sutter-Yuba County Social Service Transportation Advisory Council participated in the identification of transit needs and concurs with the staff analysis and recommendation.

NOW, THEREFORE, BE IT RESOLVED that the SACOG Board of Directors finds that: There are no unmet transit needs that are reasonable to meet in the City of Wheatland.

PASSED AND ADOPTED this 19th day of July 2007, by the following vote of the Board of Directors:

AYES:

NOES:

ABSTAIN:

ABSENT:

Rusty Dupray
Chair

Mike McKeever
Executive Director

**PUBLIC HEARING ON TRANSIT NEEDS IN THE CITY OF WINTERS
MINUTES**

**MARCH 21, 2007 – 2:30 P.M.
WINTERS COUNCIL CHAMBERS**

Conducted by Harold Anderson of the SACOG Board, Gary Taylor, SACOG staff, Troy Holt of Yolo County and Linda Aleman representing the Yolo County Social Service Transportation Advisory Council.

No one testified at the hearing. No correspondence was received. Mr. Gary Taylor described the unmet transit needs process. Mr. Holt gave a presentation on current service.

Mr. Anderson opened the hearing at 2:30 p.m. He introduced members of the hearing panel and explained that SACOG is responsible for administering the Transportation Development Act (TDA), which provides funds for transportation purposes throughout the SACOG region.

Mr. Taylor explained that after the hearing the Yolo County Social Service Transportation Advisory Council (SSTAC) will meet to assist SACOG staff in analyzing the hearing testimony based on criteria adopted by the Board of Directors, and further explained the SSTAC membership makeup.

Mr. Anderson opened the public hearing.

SUMMARY OF PUBLIC TESTIMONY

None.

CORRESPONDENCE

None.



**SACRAMENTO AREA COUNCIL OF GOVERNMENTS
RESOLUTION NO. 38 – 2007**

**FINDING THAT THERE ARE UNMET TRANSIT NEEDS THAT ARE REASONABLE
TO MEET IN THE CITY OF WINTERS**

WHEREAS, the Sacramento Area Council of Governments has defined “unmet transit needs” and “reasonable to meet” in its Transportation Development Act Guidelines adopted on January 1994; and

WHEREAS, “unmet transit needs” are defined as “those needs identified as unmet transit needs and have been considered as part of the transportation planning process; i.e. in Short Range Transit Plans, special transit studies, the Americans with Disabilities Act (ADA) Complementary Paratransit Service Plans, and the Metropolitan Transportation Plan (MTP), and that have not been implemented or funded”; and

WHEREAS, unmet transit needs that are “reasonable to meet” are defined as meeting the definition above and all of the following criteria: community acceptance, equity, potential ridership, and cost effectiveness; and

WHEREAS, the City of Winters identified transit needs considered in its transportation planning process; and

WHEREAS, a public hearing on transit needs was held by SACOG at the Winters City Council Chambers on March 21, 2007, and before the SACOG Board of Directors on July 19, 2007; and

WHEREAS, transit needs considered in the transportation planning process and identified from the public hearing testimony have been analyzed to determine whether they are reasonable to meet using the SACOG adopted criteria, as detailed in the attached staff report; and

WHEREAS, the Yolo County Social Service Transportation Advisory Council participated in the identification of transit needs and concurs with the staff analysis and recommendation.

NOW, THEREFORE, BE IT RESOLVED that the SACOG Board of Directors finds that: There are unmet transit needs that are reasonable to meet in the City of Winters.

PASSED AND ADOPTED this 19th day of July 2007, by the following vote of the Board of Directors:

AYES:

NOES:

ABSTAIN:

ABSENT:

Rusty Dupray
Chair

Mike McKeever
Executive Director

**PUBLIC HEARING ON TRANSIT NEEDS IN THE CITY OF WOODLAND
MINUTES**

**MARCH 14, 2007 – 6:00 P.M.
WOODLAND PUBLIC LIBRARY – MEETING ROOM**

Conducted by Ed Coviello and Gary Taylor, SACOG staff, Terry Bassett representing the Yolo County Transportation District & the Yolo County Social Service Transportation Advisory Council.

Three people testified at the hearing. No correspondence was received. Mr. Coviello described the unmet transit needs process. Mr. Bassett gave a presentation on current services mentioning that Yolobus is aware that there are some runs of the routes 43 & 44 that are standing room only & that Yolobus will be serving Costco soon.

Mr. Coviello opened the hearing at 6:00 p.m. He introduced members of the hearing panel and explained that SACOG is responsible for administering the Transportation Development Act (TDA), which provides funds for transportation purposes throughout the SACOG region.

Mr. Coviello explained that after the hearing the Yolo County Social Service Transportation Advisory Council (SSTAC) will meet to assist SACOG staff in analyzing the hearing testimony based on criteria adopted by the Board of Directors, and further explained the SSTAC membership makeup.

Mr. Coviello opened the public hearing.

SUMMARY OF PUBLIC TESTIMONY

1. James Stark, 2779 Garrett Place, Woodland, CA 95776, jms4273_net@yahoo.com

Mr. Stark thinks there aren't enough bike racks available on the 1st morning runs of the routes 42 & 45 and on the second morning run of the route 45. He thinks that either bicycle racks that can hold three bikes at a time would be helpful or having bike lockers available.

2. Mike Barnbaum, 89B Dean Road, Sacramento, 95815, Mike_Barnbaum@att.net

Mr. Barnbaum would like to see the Yolobus route #42 to run just as late to the airport on the weekends as it does on weekdays, since Fridays and Sundays are the two busiest days of travel in the airline industry. Also, he would like to see express bus service between Woodland and Davis.

3. Buz Dreyer, 858 West El Dorado Dr., Woodland, 95695, wfdreyer@ucdavis.edu

Mr. Dreyer is concerned that there is no ADA accessible taxi service in the area. He would like to see a subscription accessible taxi service similar to what is available in Portland, OR. Mr. Dreyer may get a group together to lobby for this type of service.

CORRESPONDENCE

None.



**SACRAMENTO AREA COUNCIL OF GOVERNMENTS
RESOLUTION NO. 39 – 2007**

**FINDING THAT THERE ARE UNMET TRANSIT NEEDS THAT ARE REASONABLE
TO MEET IN THE CITY OF WOODLAND**

WHEREAS, the Sacramento Area Council of Governments has defined “unmet transit needs” and “reasonable to meet” in its Transportation Development Act Guidelines adopted on January 1994; and

WHEREAS, “unmet transit needs” are defined as “those needs identified as unmet transit needs and have been considered as part of the transportation planning process; i.e. in Short Range Transit Plans, special transit studies, the Americans with Disabilities Act (ADA) Complementary Paratransit Service Plans, and the Metropolitan Transportation Plan (MTP), and that have not been implemented or funded”; and

WHEREAS, unmet transit needs that are “reasonable to meet” are defined as meeting the definition above and all of the following criteria: community acceptance, equity, potential ridership, and cost effectiveness; and

WHEREAS, the City of Woodland identified transit needs considered in its transportation planning process; and

WHEREAS, a public hearing on transit needs was held by SACOG at the Woodland Public Library on March 14, 2007, & before the SACOG Board of Directors on July 19, 2007; and

WHEREAS, transit needs considered in the transportation planning process and identified from the public hearing testimony have been analyzed to determine whether they are reasonable to meet using the SACOG adopted criteria, as detailed in the attached staff report; and

WHEREAS, the Yolo County Social Service Transportation Advisory Council participated in the identification of transit needs and concurs with the staff analysis and recommendation.

NOW, THEREFORE, BE IT RESOLVED that the SACOG Board of Directors finds that: There are unmet transit needs that are reasonable to meet in the City of Woodland.

PASSED AND ADOPTED this 19th day of July 2007, by the following vote of the Board of Directors:

AYES:

NOES:

ABSTAIN:

ABSENT:

Rusty Dupray
Chair

Mike McKeever
Executive Director

**PUBLIC HEARING ON TRANSIT NEEDS IN THE CITY OF YUBA CITY
MINUTES**

**MARCH 27, 2007 – 6 P.M.
YUBA CITY COUNCIL CHAMBERS, YUBA CITY**

Conducted by Leslie McBride of the SACOG Board, Edward Coviello SACOG staff, and Claudia Hollis representing the Sutter/Yuba County Joint Social Service Transportation Advisory Council. Also in attendance was Keith Martin of representing the Yuba-Sutter Transit District.

Minutes from the Yuba City Transportation Development Act Unmet Transit Needs Public Hearing for FY 2007-08

Public attendance was taken through an attendance sheet attached.

Staff Present:

Leslie McBride
Ed Smith
Claudia Hollis
Keith Martin
Edward Coviello

The meeting started at 6:00 PM with opening remarks from Board member Leslie McBride.

Edward Coviello then read the purpose of the hearing and the methods of how comments will be accepted. He also defined unmet transit needs and explained that the meeting can be used to gather data for the Human Services Transportation Plan.

Keith Martin of Yuba-Sutter Transit explained his systems service and planned service changes in the future including some planned fare increases in May of 2007.

Ms. McBride then opened the meeting to public comments.

SUMMARY OF PUBLIC TESTIMONY

One public comment was received from Steven Spalla of 3619 Stony Creek Way, Marysville CA 95901. The comment card and supporting comment documentation are attached and reflect Mr. Spalla's comments.

Keith Martin responded that the bus route has to end somewhere; however, Mr. Martin did express his interest in helping Mr. Spalla solve his transportation problem and asked that Mr. Spalla provide contact information. Mr. Spalla agreed with Mr. Martin's comments and was looking forward to working on this issue with Yuba-Sutter Transit.

Ms. McBride asked if there were any further comments.

Seeing no additional comments, Ms. McBride closed the meeting at 6:15 PM.

CORRESPONDENCE

1. Mr. Steven Spalla, 5619 Stony Creek Way, 530-742-8089

Mr. Spalla faxed comments to SACOG concerning the Linda Shuttle Route 6 drop off location and the timing with the Express Commuter Buses to Sacramento from the North Beale Transit Center.

2. Ms. Debra McCormick, 1176 Hobart Drive, Marysville

Ms. McCormick is requesting Saturday service to Plumas Lake from/to Sacramento.

3. Ms. Wendy Ridenour of Sutter County

Ms. Ridenour expressed concern for access to Yuba-Sutter's ADA Dial-a-Ride Service. She cannot drive and lives away from the ADA service area provided by Yuba-Sutter Dial-a-Ride services. She is requesting that the Dial-a-Ride service be occasionally available to her home address to prevent her from spending a great deal of time and money to reach the transit services provided. She is not asking for a full time route but rather a demand response service in her area.

4. Jolene Shell, 1155 Pease Road, Unit 523, Village Green Mobile Home Park, Yuba City, 530-844-4041

Jolene Shell would like to be on the mailing list for the unmet needs hearing notice. She would like to have a fixed route stop closer to the mobile home park. She suggests a stop at Gray Avenue and Pease Road.

Yuba-Sutter Comments

	Not An Unmet Need	Unmet Need	Unmet Need that is Reasonable to Meet	Comments
Service				
Live Oak	Daily bus service is needed in Live Oak, as well as between Live Oak & Yuba City.			The City of Live Oak currently contracts with Yuba-Sutter Transit to provide bus service to its residents. One roundtrip a day is provided M-W-F on a modified fixed-route schedule with three bus stops, and with a reservation anyone within 1/4 mile of the fixed route can get a route deviation to pick them up/drop them off at their front curb. Yuba-Sutter Transit will continue to work with the City of Live Oak to evaluate the service contract relationships & find ways to improve on existing services. This is not an unmet need that is reasonable to meet.
Yuba City	A comment was received to provide service to a new Kohl's location.			There is currently a fixed route bus stop within 1/4 of a mile of the Kohl's shopping center. Service to this location will be evaluated. This is not an unmet need that is reasonable to meet.
	A commenter would like to be added to the mailing list for the unmet needs hearing notice.			This is not an unmet need.
	Fixed route bus service closer to the mobile home park near Gray Avenue and Pease Road.			Dial-a-Ride bus service is available to this area, and fixed route service is nearby on Live Oak Blvd. This is not an unmet need.
Marysville	none			
Wheatland	none			Currently the City of Wheatland has intercity bus service only one day a week on Tuesday, and this service is available by reservation only. Yuba-Sutter Transit will work with Wheatland to evaluate their transit service and ways to improve that service.

Yuba-Sutter Comments

	Not An Unmet Need	Unmet Need	Unmet Need that is Reasonable to Meet	Comments
Service				
Unincorporated Yuba & Sutter Counties	A comment was received concerning the Linda Shuttle Route 6 dropoff location and the timing of the Express Commuter Buses to Sacramento from the North Beale Transit Center. The specific time the is 6:25 p.m. shuttle and that it does not serve the Edgewater Loop. Additional comments are that the 6:40 a.m. North Beale Shuttle arrives at the North Beale transit center at 6:40 a.m., and the express bus to Sacramento is also scheduled to leave the			Yuba-Sutter Transit fixed route services run from 6:30 a.m. to 6:30 p.m. The ridership on the earliest & latest fixed route runs are relatively low and expanded hours (earlier & later) would have even less ridership, which could then negatively affect the farebox recovery ratio. This is not an unmet need that is reasonable to meet.
	A request for Saturday service to Plumas Lakes to/from Sacramento.			There is currently no weekeday bus service to/from Plumas Lakes to Sacramento. This service will be evaluated in the Yuba-Sutter SRTP update later in 2007. This is not an unmet need.
	A comment requesting the expansion of the boundaries of the Yuba-Sutter Dial-a-Ride service. The commenter currently lives approximately 1.5 miles from the service boundary.			This is a comment received from only one person & is therefore not considered an unmet need.
	Additional service to Beale Air Force Base to serve the civilian workforce there.			There is no demand for this service beyone the commenter and therefore it is not considered an unmet need.
	Service to the Kohl's location.			There is currently a fixed route bus stop within 1/4 of a mile of the Kohl's shopping center. Service to this location will be evaluated. This is not an unmet need that is reasonable to meet.
Operations				
Live Oak	none			
Yuba City	none			
Wheatland	none			
Marysville	none			
Unincorporated Yuba & Sutter Counties	none			



**SACRAMENTO AREA COUNCIL OF GOVERNMENTS
RESOLUTION NO. 40 – 2007**

**FINDING THAT THERE ARE NO UNMET TRANSIT NEEDS THAT ARE
REASONABLE TO MEET IN THE CITY OF YUBA CITY**

WHEREAS, the Sacramento Area Council of Governments has defined “unmet transit needs” and “reasonable to meet” in its Transportation Development Act Guidelines adopted on January 1994; and

WHEREAS, “unmet transit needs” are defined as “those needs identified as unmet transit needs and have been considered as part of the transportation planning process; i.e. in Short Range Transit Plans, special transit studies, the Americans with Disabilities Act (ADA) Complementary Paratransit Service Plans, and the Metropolitan Transportation Plan (MTP), and that have not been implemented or funded”; and

WHEREAS, unmet transit needs that are “reasonable to meet” are defined as meeting the definition above and all of the following criteria: community acceptance, equity, potential ridership, and cost effectiveness; and

WHEREAS, the City of Yuba City identified transit needs considered in its transportation planning process; and

WHEREAS, a public hearing on transit needs was held by SACOG at the Yuba City Council Chambers on March 27, 2007 and before the SACOG Board of Directors on July 19, 2007; and

WHEREAS, transit needs considered in the transportation planning process and identified from the public hearing testimony have been analyzed to determine whether they are reasonable to meet using the SACOG adopted criteria, as detailed in the attached staff report; and

WHEREAS, the Joint Sutter-Yuba County Social Service Transportation Advisory Council participated in the identification of transit needs and concurs with the staff analysis and recommendation.

NOW, THEREFORE, BE IT RESOLVED that the SACOG Board of Directors finds that: There are no unmet transit needs that are reasonable to meet in the City of Yuba City.

PASSED AND ADOPTED this 19th day of July 2007, by the following vote of the Board of Directors:

AYES:

NOES:

ABSTAIN:

ABSENT:

Rusty Dupray
Chair

Mike McKeever
Executive Director

Sacramento Comments

	Not An Unmet Need	Unmet Need	Unmet Need that is Reasonable to Meet	Comments
Citrus Heights	Comments regarding transit services in the City of Citrus Heights have been listed under the Sacramento Regional Transit District (SRTD) as the public transit provider for the City.			
Elk Grove	San Joaquins (Amtrak) connector bus service everyday including holidays and weekends.			This comment will be forwarded to Amtrak. Not an unmet need.
	Extend e-TRAN commuter bus service to the Sacramento Valley Station.			The City of Elk Grove sent a letter in October 2006 to RT requesting a bus bay to serve the Amtrak Station. RT Deputy GM sent a letter back stating that due to the lack of bus bays and the potential of extending another RT route to Amtrak, e-tran and other operators will not be allowed to have a stop at the Amtrak station. The SSTAC believes this is a good idea and would provide a direct link with SRTD light rail & buses, as well as Amtrak services. Not an unmet need.
	Regular/non-commute direct bus service from Elk Grove to downtown Sacramento.			It is currently possible to take regular fixed route transit service from Elk Grove to downtown Sacramento. This is not an unmet need.
	There is no viable-way to get to the hospital on regular fixed route public transportation.			It is currently possible to take regular fixed route transit service from Elk Grove and transfer to SRTD bus or rail service to get to any of the region's hospitals. This is not an unmet need.
	Bus rapid transit services should be considered for Highway 99 and I-5.			This comment will be forwarded to the SACOG MTP Team. Not an unmet need.
	South Elk Grove near Bilby Road needs transit service to the Meadowview light rail station.			There is transit service in south Elk Grove within reasonable walking distance from Bilby Road. This is not an unmet need.
	A commuter bus that goes from Elk Grove Bl./Franklin Bl. to the University of CA Davis campus, preferably two early morning and two late afternoon routes.			This comment came from only one person and therefore is not an unmet need.
	Service on the e-TRAN route #60 line that goes to downtown Sacramento between 7:15 a.m. and 8:00 a.m., as well as service after 8:00 a.m. (from the Lowe's bus stop).			Direct commute transit service is available via other e-TRAN routes between the listed times. This is not an unmet need.
	An additional run added to the bus 52 in the morning and evening since it is frequently standing room only.			The City of Elk Grove transit system will add more trips on June 17, 2007. Route #52 will have a 10 a.m. and 10 p.m. trip. This is an unmet need that is reasonable to meet.
	A later route #53 in the morning and evening, something that would get to downtown Sacramento between 7:30 & 7:45 a.m. and return to Elk Grove after 5:00 p.m.			There are multiple e-TRAN commute routes that get to downtown Sacramento during the morning and evening peak periods. Not an unmet need.
	Additional e-TRAN buses that serve downtown Sacramento between 8 a.m. and 3 p.m. to help people move between Elk Grove and Sacramento when they need to.			There is currently transit services that can be used to travel from Elk Grove to downtown Sacramento between 8 a.m. & 3 p.m. This is not an unmet need.
	Amtrak should provide a service similar to the Capitol Corridor service between Elk Grove and Sacramento.			This comment will be forwarded to Amtrak. Not an unmet need.

Sacramento Comments

Service	Not An Unmet Need	Unmet Need	Unmet Need that is Reasonable to Meet	Comments
	Express service from Elk Grove to the Old Placerville Road area in Rancho Cordova.			e-TRAN plans to ask the Elk Grove City Council in summer 2007 for authorization to provide commuter bus service to Rancho Cordova. The request will then be passed on to the Sacramento Regional Transit District who will make the final decision on whether or not to allow e-TRAN to serve the City of Rancho Cordova. This is an unmet transit need that is reasonable to meet.
	An additional run of the e-TRAN route #57 during the rush hour between 7:00 a.m. and 7:30 a.m.			The City of Elk Grove transit system plans to add an additional route #57 trip in the morning & evening in August. There is ridership demand for this request. This is an unmet need that is reasonable to meet.
	e-TRAN should 'think outside the box/county' and provide early morning express bus service to downtown Sacramento and the Sacramento Valley Station, so that Bay Area commuters could use Amtrak as a commute alternative.			e-TRAN currently provides early morning commute service that has stops within reasonable walking distance of the Sacramento Valley Station. This is not an unmet need.
	Express buses to downtown Sacramento that run late enough in the morning or evening to fit a 9 a.m. to 6 p.m. schedule.			There is currently commute service that arrives in downtown Sacramento at approximately 8:30 a.m., but no service that leaves downtown after 6 p.m. Is this request reasonable.
	Later evening service so that Elk Grove residents can attend Music Circus and Community Center Theater performances without having to drive and try to park in downtown Sacramento.			This request was made by only one person & is therefore not an unmet need.
	Non-commute/non-peak hour bus service from a few points in Elk Grove to the Meadowview light rail station to lessen the commute to downtown Sacramento for Elk Grove residents who don't work traditional 8 a.m. to 5 p.m. schedules.			It is currently possible to get from Elk Grove to downtown Sacramento on fixed route transit services. This is not an unmet need.
		Have the commute buses that run to/from Sacramento allow passengers on the return trip.		Riders should be allowed on the reverse commute rather than having buses deadhead back to Elk Grove/Sac. This is an unmet transit need that is not reasonable to meet.
	Tie services in e-TRAN bus services with the nearest light rail station at Meadowview Road.			There is currently fixed route transit services available that can transport riders from Elk Grove to SRTD light rail. This is not an unmet need.
	Direct transit link between the City of Elk Grove and employment areas of Folsom.			It is currently possible to take transit from Elk Grove to Folsom. Not an unmet need.
Folsom		Have dial-a-ride available to the general public on weekends.		This is an unmet need that is not reasonable to meet.
	The FSL route #10 is timed poorly & doesn't sync up with the light rail service.			The FSL route #10 serves the Folsom light rail line. This is not an unmet need.
	FSL should run a shuttle to/from Intel all day.			Intel runs a shuttle to/from the Folsom light rail line at the peak morning and evening & fixed route transit service is available
Galt	Direct no transfer service from Galt to central Sacramento similar to service provided by San Joaquin Transit's Stockton to Sacramento Commuter service.			South County Transit (SCT) has offered this type of service in the recent past & didn't have any ridership. This is not an unmet need.
Isleton	none			
Sacramento County	Highway 99 bus route between Lodi, Galt, Elk Grove & Sacramento that runs on the weekends.			This request came from just one person & is therefore not an unmet need.
	When is there going to be commute bus service near the intersection of Vineyard Road and Calvine Road in the County of Sacramento?			This request came from just one person & is therefore not an unmet need.

Sacramento Comments

Service	Not An Unmet Need	Unmet Need	Unmet Need that is Reasonable to Meet	Comments
SRTD			SRTD light rail to Folsom run up to 10 trips after the current end time of 7:01 p.m. Funding is limited so this service should be implemented in phases eventually having 30 minute service available up to 10 p.m.	Later evening service on the Goldline/Folsom light rail is being considered. This is an unmet need that is reasonable to meet.
			As suggested in the Folsom SRTP, that RT should extend route #24 to the Historic Folsom light rail station with 30 minute service at the peak periods.	Bus service provided by SRTD to/from the Historic Folsom light rail station to/from the Orangevale area of Sacramento County is being looked into. This is an unmet need that is reasonable to meet.
			More late evening service of SRTD light rail, especially the Folsom to downtown line.	Later evening service on the Goldline/Folsom light rail is being considered. This is an unmet need that is reasonable to meet.
			RT routes #23 & 25, increased frequency along these routes and expanded service to Mercy San Juan Hospital.	Sunday service is being considered on the route #25. The ridership on the route #23 would not support the suggested changes. The route #25 changes are unmet needs that are reasonable to meet.
			Need for neighborhood shuttles to serve the area. (Citrus Heights)	Two neighborhood shuttles currently serve the City of Citrus Heights. This is not an unmet need.
	If the route #91 service is eliminated, some service should be provided along the route by extending route #21. (Citrus Heights)			No modifications or reductions in service for the route #91 were proposed at the time of this evaluation. This is not an unmet need.
	Route #105, if it is eliminated, route #25 should be extended to provide continued service along the route. (Citrus Heights)			No modifications or reductions in service for the route #105 were proposed at the time of this evaluation. This is not an unmet need.
			Route 29 and 25 provide service at the Sunrise Mall Centre do not have Sunday or holiday service. Could these routes hours be extended to provide additional service to the expanded San Juan Hospital? (Citrus Heights)	Sunday service is being considered on the route #25. Route 29 is a commute route, so the suggested changes aren't appropriate. The route #25 changes are unmet needs that are reasonable to meet.
	Route #25 service should be changed if service to the Arden Del Paso Station is changed to the Swanston Station. (Citrus Heights)			This comment does not relay an unmet transit need. This is not an unmet need.
			Route #24 should be extended to Historic Folsom to provide job access. (Citrus Heights)	Bus service provided by SRTD to/from the Historic Folsom light rail station to/from the Orangevale area of Sacramento County is being looked into. This is an unmet need that is reasonable to meet.
	Service hours in the Citrus Heights area do not last long enough to provide reasonable service to riders.			This comment is too vague to analyze. Not an unmet need.
			RT route #25 doesn't come often enough, once per hour, & the service stops too early around 6 p.m. (Citrus Heights)	Sunday service is being considered on route #25. This is an unmet need that is reasonable to meet.
	The bus doesn't come near enough to the neighborhoods that need service such as the intersection of Garfield and Winding Way. (Citrus Heights)			This comment came for just one person. Not an unmet need.
			25 Marconi - 1/2 hour service during the week and extended hours to 9 p.m. and Sunday service to 6 p.m. running once an hour. (Citrus Heights)	More frequent service during the week is not an unmet need. Later evening and Sunday service are being considered for route #25. This is an unmet need that is reasonable to meet.

Sacramento Comments

Service	Not An Unmet Need	Unmet Need	Unmet Need that is Reasonable to Meet	Comments
			RT route #84 Watt Avenue/North Highlands needs Sunday service to 6 p.m. once an hour.	There is currently no service north of Don Julio Blvd along the Route 84 alignment on Sundays. This is an unmet need that is reasonable to meet.
			Re-instatement of the Exposition Bus as a neighborhood ride circulator route from Arden/Del Paso light rail station down Exposition Blvd. past Cal Expo to Arden Fair and return to Arden/Del Paso light rail station.	Some bus service in the area is being considered. This is an unmet need that is reasonable to meet.
	The RT route #22 should run later hours when going to the Arden/Del Paso light rail station. (Citrus Heights)			This comment came for just one person. Not an unmet need.
	It would be beneficial to the Fair Oaks/Orangevale area residents if more services were available or at the very least extend the little service that is available to run later into the evening. (beyond 5 p.m.)			This comment came for just one person. Not an unmet need.
	Sunday service to/from the Watt/I-80 LRT station should be more dispersed rather than most runs arriving/departing in an approximately 15 minute period.			The grouping of bus routes allows for easy transfers between routes. This is not an unmet need.
			Run the route #22 all the way down Arden Way on Saturday and Sunday just as it does Monday through Friday, rather than operating it as a shuttle between the Arden/Del Paso light rail station and Arden Fair Mall.	Bus service further down Arden Way is being considered. This is an unmet need that is reasonable to meet.
	The #22 should serve the Fair Oaks & Marconi area.			There is currently bus service to these areas. This is not an unmet need.
			Route #25 needs to run on Sunday as it is the only public transit service to Mercy San Juan Hospital.	Later evening and Sunday service are being considered for route #25. This is an unmet need that is reasonable to meet.
	RT route #50E should go to Consumnes River College, by implementing Phase 2 of the Stockton Blvd. BRT sooner.			There is already bus service from the Stockton Blvd. area to CRC. This is no an unmet need.
			The route #26 stops running at 6:45 p.m. M-F, so it needs to run later (until approx. 9 p.m.)	Later evening service is being considered for this route. This is an unmet need that is reasonable to meet.
	The Arden Arcade area needs a Neighborhood Shuttle.			This area currently has transit service. A neighborhood ride type shuttle is being considered as part of RT long range plans and the MTP. This is not an unmet need.
	The funds slated for the Downtown-Natomas-Airport light rail should be used for other more immediate transit needs in underserved areas.			This is not an unmet need.
	Light rail should run at a higher frequency, every 15 minutes, after 6 p.m. until 7 or 8 p.m.			A majority the SRTD light rail system runs on 15 minute headways until 7 p.m. This is not an unmet need.
	Mather Business Park bus should come every half hour at 10 before the hour and 20 minutes after the hour at peak commute times.			There is currently transit service to the Mather Business Park & ridership does not support an increase in frequency. This is not an unmet need.
	Have the route #86 that departs from 9th and K to run 30 minutes later so that commuters don't have to take three or more buses to get home.			The commenter is able to get home via public transit but must transfer to do so. This is not an unmet need.
			RT route #25 that runs on Marconi needs half hour service during the week and extended hours to 9 p.m.	Increase frequency during the week (M-F) is not supported by ridership. Later evening and Sunday service are being considered for route #25. This is an unmet need that is reasonable to meet.
			RT route #25 needs Sunday service to 6 p.m. running once an hour.	Later evening and Sunday service are being considered for route #25. This is an unmet need that is reasonable to meet.
	Create a shuttle running down Zinfandel Drive to link the businesses along that corridor with the light rail, so that more people would ride transit.			There is light rail as well as some bus service along the Zinfandel Drive corridor. This is not an unmet need.

Sacramento Comments

	Not An Unmet Need	Unmet Need	Unmet Need that is Reasonable to Meet	Comments
Service				
	There should be bus service on Ethan Way and Hurley Ave. south of Arden Way, as it has many entertainment venues, 2 schools, grocery stores and many apartments.			There is transit service in existence in this area. This is not an unmet need.
	RT needs to look at the feasibility of having express light rail runs to decrease the nearly one hour that it currently takes to travel from Folsom to downtown Sacramento.			More frequent service is not supported by ridership numbers & is not physically possible with the rail alignment. This is not an unmet need.
	RT should run frequent service to Sacramento International Airport, more frequent than once an hour as the current service from Yolobus does & from when the airport opens in the morning for passenger traffic until it closes to passengers.			SRTD is nearing the completion of a final DEIR/EIS for the DNA line. This study includes a TSM alternative that evaluates bus service to the Sacramento Airport. There is currently bus service to SMF airport provided by Yolobus, and that service will extend its morning and evening weekend services in the near future. As such, this is not an unmet need.
	RT route #25 doesn't come often enough, once per hour, and the service stops to early at around 6 p.m.			Increase frequency during the week (M-F) is not supported by ridership. Later evening and Sunday service are being considered for route #25. This is not E93an unmet need that is reasonable to meet.
	Buses come too infrequently; many buses only run every 1/2 hour, or worse, only once an hour.			Not an unmet need.
	Buses run more frequently in popular areas & where people need to use the bus at different/off hours.			Not an unmet need.
	Buses do not connect between each other in a coordinated fashion, causing lengthy wait times.			Not an unmet need.
	The RT system needs to expand its express routes.			Not an unmet need.
	RT needs more frequent bus service between the Butterfield and Mather Field Mills light rail stations, it currently run on an hourly headway.			Ridership on the bus route does not support an increase in frequency. This is not an unmet need.
	Bus service to the Rancho Cordova Library, at Horn Road and Folsom Blvd.			There is currently bus service to the Rancho Cordova Library. This is not an unmet need.
	Better and more frequent bus service or a new light rail station is needed in the Rancho Cordova area.			There is already bus service to Rancho Cordova. This is not an unmet need.
	RT bus route #2 to run on the weekends, as the #6 or 61 lines that do not go to the places many people need to go like Vic's Supermarket, Target, and Sacramento City College.			The routes #6 & 61 do run near all the mentioned locations. This is not an unmet need.
	Better service from downtown Sacramento to the Kaiser clinics on Response Road and on Fair Oaks.			There is currently bus service to both of the Kaiser Clinics listed. This is not an unmet need.
	Better service to the airport, coordinated with Yolobus to fill in the weekend and holiday times with a full schedule, and perhaps more frequent service.			SRTD is nearing the completion of a final DEIR/EIS for the DNA line. This study includes a TSM alternative that evaluates bus service to the Sacramento Airport. There is currently bus service to SMF airport provided by Yolobus, and that service will extend its morning and evening weekend services in the near future. As such, this is not an unmet need.
	Implement shuttle services to get people from the interior of suburban neighborhoods to main bus routes, particularly near Edison Ave and Fairview Ct.			Service along Edison Ave is an unmet need that is reasonable to meet.
			Run the Goldline to/from Folsom run later during the week (M-F) and begin running earlier on weekends.	Early morning service is not warranted on this line. Later evening service on the Goldline/Folsom light rail is being considered. This is an unmet need that is reasonable to meet.
Operations	Operational comments are not considered unmet transit needs.			
Citrus Heights	Operational comments relating to SRTD are listed under SRTD.			

Sacramento Comments

	Not An Unmet Need	Unmet Need	Unmet Need that is Reasonable to Meet	Comments
Service				
Elk Grove	Rename the intra-city route the e-TRAN #156 the 'Weekend Circulator'.			
	There seems to be a lack of cooperation between Sacramento Regional Transit & e-TRAN when it comes to transfers.			
	SACOG needs to do something about the high level of congestion on Highway 99.			
	Public transit should be free during non-commute times.			
	More off-street trails and linkages from inside nested/cul-de-sac style			
	Concern about the age of expansion/replacement buses that the City			
	Concerns about the reliability of the buses currently in service regarding breakdowns and malfunctions.			
	e-TRAN drivers need more experience and training.			
Folsom	At the Glenn Station the evening bus (4:24 p.m.) route #30 doesn't wait for people getting off the light rail train. This situation is especially difficult for people with mobility impairments because the buses wait at the opposite end of the platform from where the disabled ramp access to the light rail vehicles is located.			
	Create a Folsom to Auburn bus that terminates at the Auburn Amtrak station.			
	Signage on the buses is not good making it difficult to figure out which bus is the 'right'			
	There is an extra cost associated with transferring from the RT light rail to the FSL.			
	More bicycle lockers installed at and around the LRT stations in Folsom for commuters who use their bicycles as a connection to			
Galt	none			
Isleton	none			
Sacramento County	none			
SRTD	The route #8 that serves the Elder Creek & Glenn Elder Neighborhoods currently goes			
	Route #36 is a 'lottery bus' that may or may not arrive & if it is running is frequently off schedule.			
	Some sections of the LRT track are extremely bumpy & need improvement/smoothing of the ride.			
	Regional Transit's schedules do not reflect the time to handle passengers who need help boarding and disembarking. (Citrus Heights)			
	Modal connections do not reflect proper timing to allow for transfers between modes. (Citrus Heights)			
	There have been several times when buses have broken down on the same route. Sometimes the same bus breaks down along			
	Regional Transit does not seem to have enough buses to meet its service demands. (Citrus Heights)			
	Better outreach needs to be done on the Unmet Transit Needs process.			
	Improve commuter bus service between Sacramento and Davis with more partnership/coordination between RT and			
	A transit user would like to know if there is any chance of running service on the old rail			

Sacramento Comments

Service	Not An Unmet Need	Unmet Need	Unmet Need that is Reasonable to Meet	Comments
	Transit needs to emphasize safety and comfort of use to increase ridership.			
	Pedestrian accessibility is of utmost importance. Currently walking is the least safe form of transportation with it being 10 times as risky to be a pedestrian than drive a personal vehicle. Only 0.6% of federal transportation funding is spent on pedestrian safety.			
	The shelters at light rail stops need to be longer/larger to accommodate more people during incimate weather, as well as located on both sides of the tracks.			
	Many downtown light rail transfer points are at inconvenient locations that force riders to walk long distances and cross busy intersections to transfer from one line/direction to another.			
	Clean the inside of the light rail trains on a regular basis, especially the Watt I-80/Meadowview trains.			
	RT bus route #61 there are no stops between South Land Park & Freeport at least four blocks apart, so put a stop at Monterey Way or on the inside street of Fruitridge Rd.			
	The number of the bus route(s) should be posted in Braille or raised print at the bus stops, as it is very difficult for a visually impaired person to know what bus stop they at at.			
	At the RT bus stop on 11th Ave and Freeport a large tree blocks the view of the riders of oncoming buses and the bus drivers' view of waiting riders.			
	The lack of competent security makes passengers feel unsafe & that is why many people choose not to ride even when transit is convenient for them to use.			
	RT multi-ride/day/monthly passes are to expensive, especially regarding other transit agencies that give discounts for purchasing multi-ride/day/monthly passes.			
	Some routes could use larger buses to accommodate heavy rider demand.			
	Shuttle buses, vans, jitneys should be utilized for lower demand routes and/or to help connect areas and bus routes better.			
	More or higher capacity bus racks should be added so that riders who use their bikes as a connection to transit don't get stranded.			
	Please find a way to make it easier to load bicycles on the train as many people are not strong enough to carry their bikes up the steep flight of stairs.			
	Bus service is lacking north/sout across the central city as it is difficult to continue north of L Street.			
	The price of RT is too high, so Sacramento should subsidize RT.			
	Information needs to be more readily available to passengers if there is a problem with bus or rail services.			
	A Horn Road light rail station is needed.			

2007-2008 Social Service Transportation Advisory Council Unmet Transit Needs Findings

Location	Hearing Date	Hearing Time	SSTAC Findings
Yuba/Sutter			There are no unmet transit needs that are reasonable to meet in the Unincorporated Areas of the County of Yuba. There are no unmet transit needs that are reasonable to meet in the Unincorporated Areas of the County of Sutter.
Marysville	8-Mar	2:00 p.m.	There are no unmet transit needs that are reasonable to meet in the City of Marysville.
Yuba City	27-Mar	6:00 p.m.	There are no unmet transit needs that are reasonable to meet in the City of Yuba City.
Live Oak	NA		There are no unmet transit needs that are reasonable to meet in the City of Live Oak.
Wheatland	NA		There are no unmet transit needs that are reasonable to meet in the City of Wheatland.
Sacramento			There are no unmet transit needs that are reasonable to meet in the Unincorporated Areas of the County of Sacramento.
Citrus Heights	12-Mar	6:00 p.m.	There are no unmet transit needs that are reasonable to meet in the City of Citrus Heights.
Elk Grove	17-Apr	6:00 p.m.	There are unmet transit needs that are reasonable to meet in the City of Elk Grove.
Folsom	16-Apr	5:30-7:00 p.m.	There are no unmet transit needs that are reasonable to meet in the City of Folsom.
Galt	5-Mar	5:30 p.m.	There are no unmet transit needs in the City of Galt.
Isleton	19-Mar	2:00 p.m.	There are no unmet transit needs in the City of Isleton.
SRTD	2-Apr	6:00 p.m.	There are unmet transit needs that are reasonable to meet in the Sacramento Regional Transit District, including the city of Citrus Heights.
Yolo			There are no unmet transit needs that are reasonable to meet in the Unincorporated Areas of the County of Yolo.
Davis	12-Apr	6:00 p.m.	There are unmet transit needs that are reasonable to meet in the City of Davis.
West Sacramento	6-Apr	6:00 p.m.	There are no unmet transit needs that are reasonable to meet in the City of West Sacramento.
Winters	21-Mar	2:30 p.m.	There are unmet transit needs that are reasonable to meet in the City of Winters.
Woodland	14-Mar	6:00 p.m.	There are unmet transit needs that are reasonable to meet in the City of Woodland.

Yolo Comments

Service	Not An Unmet Need	Unmet Need	Unmet Need that is Reasonable to Meet	Comments
Yolo County				
Davis		On-demand/dial-a-ride service for Sundays in the City of Davis including West Davis (DCT)		There is Dial-A-Ride/ADA service provided by Davis Community Transit (DCT) seven days per week, and this service is available to the general public when there is space available. The City of Davis will see how many requests for service it received in the next fiscal year to determine the reasonableness of this comment. An unmet need that is not reasonable to meet.
	Increased service frequency to the Amtrak Station linking to the campus in Davis in the commute periods and line the bus schedules to meet the incoming trains. (Unitrans)			There is currently bus service within a reasonable distance from the Davis Amtrak station. Not an unmet need.
			Service to east and west Davis on Sundays. (Unitrans)	During fiscal year 2007-08 Unitrans will begin an early afternoon demand response service on a trial basis in conjunction with its current Amtrak shuttle service that runs on Sunday from approx. 4-9pm. This is an unmet need that is reasonable to meet
	Service to/from the Davis Amtrak station should be provided after 8am and before 5pm to serve the rail connections better. (Unitrans)			There is currently bus service within a reasonable distance from the Davis Amtrak station. Not an unmet need.
	Route 220 service frequencies should be increased. (YCTD)			This is a comment from just one person. Ridership is too low to justify increased frequencies on this bus route. YCTD is proposing revised service for Winters. In the summer, the intercity routes will focus on getting kids to and from the movie theaters. Yolobus is also proposing new local Winters area service. This is not an unmet need.
	Route 42 service on the weekends should be extended to match Monday through Friday service hours. (YCTD)			Beginning in FY 2007-08 Yolobus will reinstate later evening trips on the route #42. This is not an unmet need.
	Increased service frequency to every 15 minutes during the peak period on route #43. (YCTD)			Rider loads on this route do not exceed capacity with standees. This is not an unmet need.

Yolo Comments

	Not An Unmet Need	Unmet Need	Unmet Need that is Reasonable to Meet	Comments
Service				
	Add a stop for the route #43 near the Wildhorse development in east Davis. (YCTD)			There is currently bus service that runs to/from the Wildhorse development in east Davis to/from Sacramento. This is not an unmet need.
	Additional route #43 departures in the morning and evening peak periods to reduce overcrowding. (YCTD)			The Yolobus route #232 parallels the route #43 when leaving from and arriving in Davis from Covell Blvd. to the end of Alhambra in order to decrease the rider load on the #43. This is not an unmet need.
	Add an additional bus route to service the northeast part of Davis. (YCTD)			No specific location is mentioned in this comment, as such it is too vague to be considered. Not an unmet need.
	Light rail to Davis and Vacaville. (YCTD)			The Amtrak Capitol Corridor currently provides rail service to Davis and nearby Vacaville. Also, Yolobus currently provides transit service to/from Davis and Vacaville. This is not an unmet need.
West Sacramento	Service hours to the new Super Wal-mart should be considered to help new employees get to and from their jobs. (YCTD)			Yolobus currently provides bus service to/from this location via the routes #40, 41 & 240. This is not an unmet need.
	Radial transit service connection the Swanston area of Sacramento with West Sacramento via West El Camino Ave. (YCTD)			It is currently possible to travel from the Swanston area of Sacramento to West Sacramento by transferring from an SRTD bus to a Yolobus. This is not an unmet need.
	Better timed connections between the route #39 and 35. (YCTD)			Riders can currently transfer to/from the peak only bus route #39 and the regular route #35. This is not an unmet need.
	Route connection timing is not the best. (YCTD)			It is not possible for all bus trips to connect with all other bus trips at one transfer point; however there are reasonable connections for a majority of transit trips. This is not an unmet need.

Yolo Comments

	Not An Unmet Need	Unmet Need	Unmet Need that is Reasonable to Meet	Comments
Service				
	A lack of service to the Stuart Court (north) area in West Sacramento. (YCTD)			The Yolobus routes #40 & 41 currently have stops within reasonable walking distance of the Stuart Court area in West Sacramento. Not an unmet need.
	Distance to stops is too long for disabled passengers. (YCTD)			More specific information is needed on the locations in West Sacramento where this is a problem. Yolobus is willing to consider adding stops on existing routes when specific information in where they would be most valuable is available. This is not an unmet need.
	Service to the Harbor Blvd. area from Winters and Davis. (YCTD)			Yolobus currently runs bus service to the Harbor Blvd. area of West Sacramento, & that bus service can be accessed by transferring from other Yolobus routes that service Winters and Davis. This is not an unmet need.
		An express/limited stop route from Southport to Sacramento. (YCTD)		The Southport and surrounding areas must be conglomerated to develop reasonable ridership levels. This is an unmet need that is not reasonable to meet.
	Overall travel time from West Sacramento to Sacramento is too long. (YCTD)			This comment is not specific enough about origin and destination to be analyzed effectively. Not an unmet need.
		Express service from West Sacramento (Southport) to Sacramento. (YCTD)		The Southport and surrounding areas must be conglomerated to develop reasonable ridership levels. This is an unmet need that is not reasonable to meet.
	Route #240 service should match the older route #41 service and two trips should be added after the 7:00 p.m. trip. (YCTD)			West Sacramento's LTF monies are fully programmed. The route #240 is a new route that is already carrying 5,000 rides per month & is very successful. Additionally the route #240 already has service after 7:00 p.m. This is not an unmet need.

Yolo Comments

	Not An Unmet Need	Unmet Need	Unmet Need that is Reasonable to Meet	Comments
Service				
	Simplify the route #35 and 39 services and restore midday service on Jefferson Blvd. between 15th St. and Stone Blvd. (YCTD)			This comment was received from only one person. Not an unmet need.
	Increase service hours to allow for postal workers to reach their jobs at the postal sorting facility in West Sacramento. (YCTD)			There hasn't been any previous request for this service, this comment was received from only one person who does not work for the post office. Not an unmet need.
	A lack of timely bus service. (YCTD)			It is not possible for all bus trips to connect with all other bus trips at one transfer point; however there are reasonable connections for a majority of transit trips. This is not an unmet need.
	Destinations take too long to reach and cause potential riders to not choose to ride transit. (YCTD)			This comment is not specific enough about origin and destination to be analyzed effectively. Not an unmet need.
Winters			Transit service for the low income residents of the Yolo Housing development is needed to get to jobs throughout Yolo County & outside of Yolo County.	This comment is based on a housing study done by the City of Winters. YCTD plans to expand transit service & in/to/from Winters. This is an unmet need that is reasonable to meet.
Woodland	Express bus service between Woodland and Davis. (YCTD)			There is currently bus service between the cities of Davis and Woodland. This is not an unmet need.
	A lack of ADA accessible taxi service in the Woodland and Davis areas.			Yolobus will explore the feasibility of turning over their used ADA accessible vans to local taxi companies. Not an unmet need.
	Transit service is needed to the soon-to-open Gateway retail center on I-5 (slated to open in November 2007).		Transit service is needed to the soon-to-open Gateway retail center on I-5 (slated to open in November 2007).	YCTD is planning to implement new service to this retail development. This is an unmet need that is reasonable to meet.
Operations				

Yolo Comments

Service	Not An Unmet Need	Unmet Need	Unmet Need that is Reasonable to Meet	Comments
Yolo County				
Davis	More locations to purchase monthly passes/express stickers and better hours (outside 8 a.m. to 5 p.m.) at current locations. (YCTD)			Multiple locations in Yolo County, as well as the SRTD customer service office, sell Yolobus passes and express stickers & some of those locations are open past 5 p.m. Not an unmet need.
	Concerns about overcrowding on the route #230 bus and would like a third evening run added to help with the situation. (YCTD)			Loads do not exceed bus passenger capacity, including standees. This is not an unmet need.
West Sacramento	Route #39 service often departs from its time point/stop at H and 11th streets in Sacramento early. (YCTD)			This is an operational issue and will be looked into by Yolobus operations personnel. Not an unmet need.
	Relocate the route #39 bus stop back to 11th and J streets. (YCTD)			This is not possible at this time. Not an unmet need.
	Scheduling of routes is difficult for some passengers to understand. (YCTD)			This is not an unmet need.
	Sidewalks are blocked by some bus benches that makes it difficult for disabled passenger to access the stop. (YCTD)			This is not an unmet need.
	Not enough rest rooms for waiting passengers. (YCTD)			This is not an unmet need.
	Buses parked at time points often pour exhaust onto waiting passengers. (YCTD)			All of YCTD's full size/large buses have roof mounted
	Destination sign accuracy (YCTD)			This is not an unmet need.
	Driver behavior toward passengers (YCTD)			This is not an unmet need.
	Recheck schedules to make sure they are accurate to real-world running times. (YCTD)			This is not an unmet need.
	Air conditioning failures. (YCTD)			This is not an unmet need.
Winters	NONE			
Woodland	Replace shade trees at the Woodland transfer point/center & provide temporary shade structures until trees can be planted. (YCTD)			Yolobus is working with County Fair Mall to see what can be done; however initial tree plantings won't provide a lot of shade. Not an unmet need.

Yolo Comments

	Not An Unmet Need	Unmet Need	Unmet Need that is Reasonable to Meet	Comments
Service				
	Not enough bike racks are available for the morning runs on the route #42 & 45, there should be three bike capacity racks. (YCTD)			The current 3-bike rack does not meet the CHP 102 inch width limitation (including bicycle tires). The company that produces the racks is looking to redesign them to meet the CHP restriction. Yolobus put in a request for funding from the regional air district for larger bike racks, but the funding process is a competitive one and does not guarantee funding. Not an unmet need.
Additional Info.				
NONE				