

APPENDIX E

Transportation Development Act Unmet Transit Needs Process
SACOG Board Meeting, July 21, 2005, Item #05-7-14 Appendix A

SACOG Unmet Needs Finding Process

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.
- b. Identify transit needs, which have been considered as part of the transportation planning process.
- c. Hold at least one annual public hearing for the purpose of soliciting comments on the unmet transit needs that may exist within a jurisdiction and that might be reasonable to meet.
- d. Adopt definitions for the terms "unmet transit needs" and "reasonable to meet" and use these definitions to determine if identified transit needs are reasonable to meet.
- e. Adopt by resolution one of the following findings for each jurisdiction: 1) there are no unmet transit needs, 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 that SACOG 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." In January 1994, the Board adopted the following definitions:

a. Unmet Transit Needs

"Those needs that have been considered as part of the transportation planning process; i.e., Short Range Transit Plan (SRTP) Updates, special transit studies, Americans with Disabilities Act (ADA) Complimentary Paratransit Service Plans, or the Metropolitan Transportation Plan (MTP), and have been identified as unmet transit needs, and have not been implemented or funded."

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The following criteria are used to determine an unmet transit need:

1. 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.
2. The adequacy of existing public transportation services and specialized transportation services, including privately and publicly provided services, in meeting the identified demand.
3. 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:

1. Community Acceptance - There needs to be demonstrated interest of citizens in the new or additional transit service.
2. 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.
3. 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.
4. 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.

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3. Summary of Process Followed for FY 2005/06

The following steps were carried out to fulfill the TDA unmet transit needs finding process requirements.

Step 1 - Representatives of the SACOG Board of Directors and the appropriate county SSTACs conducted 13 public hearings throughout the region to receive comments regarding transit needs. The hearings were noticed in local newspapers, and posters and flyers were distributed to interested persons in the community and posted on transit vehicles. A total of 13 public hearings were held: six hearings in Sacramento County (two for SRTD and one each at the Cities of Citrus Heights, Elk Grove, Folsom, Galt, and Isleton); four hearings in Yolo County (Davis, West Sacramento, Winters, and Woodland); and two hearings in Sutter and Yuba Counties (Yuba City & Marysville). A final hearing is scheduled before the full SACOG Board at its meeting on July 21, 2005.

Step 2 - SACOG staff and members of each county's SSTAC analyzed transit needs presented at the public hearings, and transit needs that had been considered in the transportation planning process, as to whether or not they met the SACOG definitions of an "unmet transit need" and "reasonable to meet."

Step 3 - The staff analysis and recommendations for each jurisdiction were presented to each appropriate county SSTAC for its consideration and recommendation. Each county SSTAC reviewed the analysis. The recommended findings will assume that the level of transit services will not decrease through FY 2005/06, and that services funded to begin in FY 2005/06 will be implemented as scheduled.

Unmet Transit Needs Hearing Public Comments City of Folsom, November 10, 2004	
SERVICE COMMENTS	STAC ANALYSIS
Implement "outer ring" transit service linking Folsom, Roseville, El Dorado Hills & Rancho Cordova.	Not An Unmet Need.
Provide transit service to the east side of Folsom near Empire Ranch and Parkway.	Unmet Need
Find alternate funding from intracity transit once light rail comes to Folsom & the funds from Folsom Commuter service will no longer be available.	Not An Unmet Need.
Need to continue to get people in Folsom out of their cars and onto transit.	Not An Unmet Need.
Expand light rail service to the El Dorado Hills area.	Unmet Need
Recommendation: There are no Unmet Needs in the City of Folsom that are reasonable to meet.	

Unmet Transit Needs Hearing Public Comments City of Folsom, December 8, 2003	
SERVICE COMMENTS	STAC ANALYSIS
Eliminate the Intel stop when returning from Sacramento. (Debbie Whetstone)	This stop has been eliminated. This is not an unmet need.
Have Paratransit Inc. serve the City of Folsom. (Roger Hedgpeth)	The City is served by connection with Paratransit in the North at Main at Madison and south at Hazel. This is not an unmet need.
Have lower cost transportation for the youth of Folsom to get to the City parks, especially the new skate park. (Ernie Sheldon)	The kids ride for 50 cents. There is a very consistent ridership to the skate park. This is not an unmet need.
Create intra-city routes to the light rail commuter routes. (Patrice Gau-Johnson)	The Fixed route does connect with the light rail commuter route. This is not an unmet need.
OPERATIONS COMMENTS	STAC ANALYSIS
Provide parking for Folsom Stage Line Commuter riders (Susan Philips)	The park and ride lot in question is at the corner of Folsom and Blue Ravine roads. There is now a bus stop sign and parking available. This is not an unmet need.
Changes the FSL light rail commuter schedule to accurately reflect the departure time of the "4:35" p.m. run to Folsom. (Susan Philips)	New schedules will be distributed in July 2004. This is not an unmet need.
Provide parking for the Folsom Stage Line Commuter riders. (Debbie Whetstone)	The park and ride lot in question is at the corner of Folsom and Blue Ravine roads. There is now a bus stop sign and parking available. This is not an unmet need.
Have FSL drivers change shifts before the 4 p.m. peak time. (Debbie Whetstone)	Ok. This is not an unmet need.
Designate transit rider parking spaces near FSL commuter bus stops. (Patrice Gau-Johnson)	The park and ride lot in question is at the corner of Folsom and Blue Ravine roads. There is now a bus stop sign and parking available. This is not an unmet need.
Maintain the ramps/lifts on the buses in proper working order. (Roger Hedgpeth)	FSL is replacing buses with habitual lift problems. This is not an unmet need.
Perform regular maintenance on the buses. (Verna Dunlap)	FSL is replacing buses with chronic maintenance problems. This is not an unmet need.

Unmet Transit Needs Hearing Public Comments City of Folsom, December 8, 2003	
OPERATIONS COMMENTS	STAC ANALYSIS
Change the schedule of the last three Light Rail Commuter runs from Sacramento to Folsom to reflect the fact that they are regularly 10-30 minutes late. (Marty Parachou)	New schedules will be distributed in July 2004. This is not an unmet need.
Install a system that would allow riders to know the estimated time of arrival of the next bus. (Marty Parachou)	This is not an unmet need.
Provide parking near the new and “very nice” bus stop shelters so riders don’t have to fear being towed. (Susan Lubiens)	The park and ride lot in question is at the corner of Folsom and Blue Ravine roads. There is now a bus stop sign and parking available. This is not an unmet need.
Put a Light Rail Commuter bus stop near the City of Folsom parking lot at the corner of Folsom Blvd. and Iron Point Road. (Shirley Cook)	Done. This is not an unmet need.
The FSL light rail commuter routes were poorly planned with no viable parking for commuters wishing to use the service. (Debi Cosentino)	The park and ride lot in question is at the corner of Folsom and Blue Ravine roads. There is now a bus stop sign and parking available. This is not an unmet need.
The transportation coordinator for the FTB voiced concerns on behalf of FTB employees who ride the FSL regarding the unavailability of parking and maintenance issues. (Ann Ouellette)	The park and ride lot in question is at the corner of Folsom and Blue Ravine roads. There is now a bus stop sign and parking available. This is not an unmet need.
Revisit the schedules of the outbound (from Folsom) 8:10 a.m. and 4:30 p.m. inbound buses and consider their actual running times. (Marian McKenna)	New schedules will be distributed in July 2004. This is not an unmet need.
Implement a regular maintenance/inspection schedule so buses do not break down as often. (Patrice Gau-Johnson)	Breakdowns are a matter of course with buses. We will be retiring 3 of the oldest buses in the fleet that have had problems in summer 2004. This is not an unmet need.
Devote more time to planning bus routes to make them as convenient and reliable as possible. (Verna Dunlap)	OK. This is not an unmet need.
Recommendation: There are no Unmet Needs in the City of Folsom that are reasonable to meet.	

Unmet Transit Needs Hearing Public Comments City of Folsom, November 7, 2002	
SERVICE COMMENTS	STAC ANALYSIS
Modify the Folsom Stage Line Light Rail commuter bus route to encompass the newly installed FTB Court at the east end of the FTB phase 2 building near Mayhew and Butterfield. (Larry Bobiles)	A new stop is planned for this location in summer of 2003. This is not an unmet need.
Another FSL Downtown Commuter run is needed later in the morning around 7:45-8:00 a.m. (Jan Myyra)	FSL is reviewing is scheduling and may make some adjustments. As Folsom moves toward the opening of light rail in the City in April 2005. The FSL does not currently have the resources to provide this service. This is not an unmet need that is reasonable to meet.
OPERATIONS COMMENTS	STAC ANALYSIS
Make an additional bus stop at FTB Court near the intersection of Mayhew and Tech Center Drive to better serve riders who work at the FTB. (Susan Philips)	A new stop is planned for this location in summer of 2003. This is not an unmet need.
Add more bus stops to the FSL Downtown Commuter route so that the residents of East and South East Folsom don't need to drive their cars to the stops. (Lou Dinkler)	The routes will be reconfigured one light rail comes to Folsom. This is not an unmet need that is reasonable to meet.
An FSL Downtown Commuter stop is needed at the corner of 13 th and I Streets. (Alice Ortiz)	A stop at this location is being considered. This is not an unmet need.
<p>Recommendation: There are no Unmet Transit Needs in Sacramento County, including the cities of Citrus Heights, Folsom, Galt, and Isleton that are reasonable to meet.</p>	

Unmet Transit Needs Hearing Public Comments City of Folsom, January 7, 2002	
SERVICE COMMENTS	STAC ANALYSIS
<p>Add a Folsom Stage Lines commuter bus before the #1 downtown bus. Currently, the first downtown bus starts at 5:45am. Add an extra bus or shift the schedule to have this bus start at 5:30 or 5:35am. In the afternoon, have the first bus start at 3:30pm (at 7th & H Street). Alternatively, add a bus between the #4 and #5 bus. Currently, there is a 35 minute gap between the #4 & #5 downtown bus in the afternoon (normally the gap is 10-20 minutes). This gap causes the #4 downtown afternoon bus to be extremely crowded. (Neil Kelly)</p>	<p>This is the only comment suggesting this time change. Additional information necessary to determine the level of demand. A schedule change would likely negatively impact other commuters on those routes. Purchasing additional buses to provide service is not an option. With light rail service to Sacramento available in 2004, the City will not expand the fleet beyond five commuter buses. This is not an unmet transit need.</p>
<p>There is no weekend bus service when it could take people to the mall @ Broadstone Plaza or to downtown/Old Folsom. The bus service is very limited for an area with a population over 60,000. In the absence of light rail, better connections to the surrounding communities could be beneficial to promoting use of public transit. (Angela Guillams)</p>	<p>Weekend Dial-a-Ride service will be proposed for the FY'03-04 budget on a trial basis. Weekend transit service attempted in 1994-1995, but it did not succeed. This is not an unmet transit need that is reasonable to meet.</p>
<p>Offer transit between Folsom and Loomis. The commenter believes that the demand for transit service is greatest between Auburn/Folsom Road in Placer County and Douglas Road in Sacramento County.</p>	<p>Not an unmet need reasonable to meet. This is not an unmet transit need.</p>
<p>Improve the service between Folsom and the Amtrak station in downtown Sacramento. The first a.m. commuter bus from Folsom arrives in downtown Sacramento 10 minutes too late for a commuter-time train connection to the Bay Area; p.m. travel is also inconvenient as the last commuter bus from downtown Sacramento leaves for Folsom before the Amtrak commuter-time train arrives from the Bay Area. Shuttle bus / light rail service between Folsom and the Amtrak station in downtown Sacramento is a good alternative because there is considerable walking to/from the shuttle bus is necessary and there is no connection between light rail and the Amtrak station in downtown Sacramento. (Grace Byers)</p>	<p>No other requests for the service change. The problem is that shifting the timepoints for the first bus will disrupt commuter trips to downtown Sacramento. Commenter should consider transit options to the Amtrak station via El Dorado Transit now or via Regional Transit on the Stockton Blvd. BRT service, beginning in January 2003. This is not an unmet transit need.</p>

Unmet Transit Needs Hearing Public Comments City of Folsom, January 7, 2002	
SERVICE COMMENTS	STAC ANALYSIS
Resume bus service to Cal Center (Watt & Folsom). (Michael Kenning)	Only one request for the service. A connection to light rail is presently available. This is not an unmet transit need.
Offer hourly light rail connector bus service later into the evening in order to serve people commuting between Sacramento and Folsom. The commenter believes that customers would be willing to pay more than the current fare. (Kathy Hill)	Coordinating the service spans for light rail and fixed route bus service is a good idea. Folsom Stage Lines will initiate late service in January 2003 to serve area colleges and retail corridors.
Add a seventh commuter bus between Folsom and downtown Sacramento. Later AM and PM buses are preferred. (Kathy Hill)	Inadequate demand and financial resources to provide additional service. Beginning in 2004, light rail service between Sacramento and Folsom will increase the service span for commuters. This is not an unmet transit need.
Expand service on Christmas Eve day, New Years Eve day, and the week between Christmas and New Years to serve commuters. (Janet Davidson)	The City of Folsom will provide limited service transit on a trial basis for Christmas Eve day and New Years Eve day in 2002. Reduced service between the Christmas and New Years holidays will continue due to limited demand. This is not an unmet transit need.
Establish a Folsom Stage Lines stop at Mather-Mills to provide better transit connections with Regional Transit for commuters working at the Department of Corrections near Aerojet. (Charles Woolson)	The customer should consider a bus/rail connection at Butterfield Road. This is not an unmet transit need.
OPERATION COMMENTS	STAC ANALYSIS
Improve the transit shelter stops in Folsom, adding more attached garbage bins similar to the ones attached to shelters in San Diego. The current lack of attached garbage bins results in stops littered with soda bottles, empty fry containers, empty fast food bags, etc. (Angela Guillams)	Comment referred to the operator. The City recently purchased two shelters under a service contract from Orion Outdoor Adventure Services and will site the shelters soon. Additional shelters will be purchased soon by the City. Shelter crews clean-up city bus shelters once a day.

Unmet Transit Needs Hearing Public Comments City of Folsom, January 7, 2002	
OPERATION COMMENTS	STAC ANALYSIS
Construct a light rail stop at the Safeway store (Ironpoint and Prairie City) along the Folsom line extension. (Michael Kenning)	Not an unmet transit need. Additional information necessary to determine the level of need and funds required to build the stop.
POLICY COMMENTS	STAC ANALYSIS
Improve the Folsom website for bus facts and figures, including the capacity of the various downtown buses. Is the #1 downtown bus always at 95% capacity? Is the #3 or #4 bus at 75% capacity? - this gives the customer some data to decide which bus to take to have a less crowded ride. (Neil Kelly)	Not an unmet transit need. Comment referred to operator.
Implement the funding and customer service ideas proposed by transit riders to the City of Folsom a few years ago. One idea was to sell add space on the buses (like RT does) to raise revenue with another to print adds on the ticket books. (Neil Kelly)	Comment referred to the City of Folsom.
Once the Folsom light rail extension is completed, restructure Folsom bus service. Use the downtown buses as express buses to take people from bus stops directly to the light rail station. Folsom could have express buses run down the main streets in town (like Blue Ravine, Iron Point, Natoma). This run would also take place in the afternoon to drop people off near home. (Neil Kelly)	Comment referred to operator.
Do a better job marketing the Bus Hot Line number to update changes and delays in downtown bus lines. Include information like if the air-conditioning is working or not (like during the summer) for certain buses. (Neil Kelly)	Comment referred to operator.
Do not delay the completion of light rail to Folsom. (Kathy Hill)	Comment referred to the City of Folsom and Regional Transit.
Expand location options for purchasing monthly transit passes. The commenter is a downtown worker that is only aware of the City Hall office for purchasing tickets. The location has limited hours to get tickets. (Janet Davidson)	Not an unmet transit need. Multiple options for purchasing passes already exist, including Raley's, City Hall, etc.
Recommendation: There are no unmet transit needs in South Sacramento County, Folsom, Isleton, or Galt that are reasonable to meet.	

Unmet Transit Needs Hearing Public Comments City of Folsom, October 18, 2000	
SERVICE COMMENTS	STAC ANALYSIS
1. Many commuters relocating to the Cal/EPA building (10 th & I Streets) in downtown Sacramento cannot wait for light rail in 2003 to relieve the overcrowding on commuter buses. (Piper Miguelgorry)	This service change was implemented in March 2001. The downtown routes now go to the same destination and the route was moved to serve the CalEPA building. This service is now at SRO capacity as the price of gas has gone up. This is not a transit need that is reasonable to meet.
2. Have the Folsom bound no. 5 bus arrive at the first stop 10 minutes early to help relieve the often overcrowded no. 4 bus. (Henry Kusaba)	This change has been implemented. The service is now at SRO capacity. This is not a transit need that is reasonable to meet.
3. Add a stop at the new Safeway parking lot at the corner of Iron Point Road and Prairie City. (Doug Stebing; Will Cane)	This recommendation is under review as part of plan for expanded fixed route service. This is not a transit need that is reasonable to meet.
4. Add one or two more stops on the west side of Sacramento. There are a large number of people that work in that part of town that need access to transit. (Marla Mueller)	The operator is doing a customer survey to evaluate this request. El Dorado Transit provides a route that serves this area. This is not a transit need that is reasonable to meet.
5. Run buses more frequently in the afternoon. (N. Edward)	The operator is exploring methods of providing an all day service connection to the LRT. This is not a transit need that is reasonable to meet.
6. Adjust the Lembi Park bus to leave 15 min. earlier to relieve overcrowding. (Neil Kelly)	The operator is experimenting with schedule modifications on an on-going basis. This is not a transit need that is reasonable to meet.
OPERATION COMMENTS	STAC ANALYSIS
1. Provide a number for riders to call to find out status of expecting bus(es). (Henry Kusaba)	The operator now has a transit hotline 355-8383 that will provide information about service breakdowns and traffic congestion. This is not a transit need that is reasonable to meet.
2. Replace air conditioners when they break. (Rita Tornatore; N. Edward; John McClure; Farra Bracht; Will Cane)	This issue is being addressed as part of an on-going maintenance program. This is not a transit need that is reasonable to meet.
3. Make sure all scheduled buses show up. Running a bus short due to driver shortage is no excuse. (Rita Tornatore; John McClure)	This issue is being addressed. The transit hotline should help provide improved customer service information for this type of problem. This is not a transit need that is reasonable to meet.

Unmet Transit Needs Hearing Public Comments City of Folsom, October 18, 2000	
OPERATION COMMENTS	STAC ANALYSIS
4. When a large bus is not available, then run two small buses. Its not fair for passengers a the end of the stops to have to stand or wait for the next bus. (N. Edward)	This approach is not feasible solution to the problem. The operator is addressing this through its maintenance program and new bus purchases. This is not a transit need that is reasonable to meet.
5. Drivers should not use Prairie City on ramp in the morning during rush hour. Its delays the trip up to 10 min. (Jeff Schortman)	This idea has been forwarded to the operator for its consideration and, as appropriate, action. This is not a transit need that is reasonable to meet.
6. Heat on the buses should be used sparingly in the morning. (Jeff Schortman)	This comment has been forwarded to the operator for its consideration and, as appropriate, action. This is not a transit need that is reasonable to meet.
7. More buses are needed to relieve overcrowding. (Amir Malek)	This comment has been forwarded to the operator for its consideration. The operator is working on service expansion plans. This is not a transit need that is reasonable to meet.
8. Dial-a-ride service is excellent. (Patricia Rood)	Thank you for your positive comments.
POLICY COMMENTS	STAC ANALYSIS
1. Keep the commuter buses even after light rail is operational. (Marla Mueller)	This idea is not financially feasible. This is not a transit need that is reasonable to meet.
2. Set up a transfer policy between FSL and RT and offer a reduced fare. (Farra Bracht)	RT is planning to work with all of the region's operators to develop a uniform transfer agreement. This is not a transit need that is reasonable to meet.
3. The future light rail location at Sutter Street and Iron Point Road does not have enough parking for the future. (Neil Kelly)	There are parking constraints at the site. The operator is reviewing the development of park and ride lots to address the issue. This is not a transit need that is reasonable to meet.
4. Speed up construction of light rail to Folsom. (Mike Rookstool)	The operator and SRTD are working to implement the LRT expansion as quickly as possible. This is not a transit need that is reasonable to meet.
Recommendation: There are no unmet transit needs that are reasonable to meet in unincorporated Sacramento County and the cities of Folsom, Isleton and Galt.	