



Strategic Planning Committee

May 31, 2012

Approve Unmet Transit Needs Findings for Sacramento Regional Transit District, Sacramento, Sutter, Yolo, and Yuba Counties, and the Cities Therein

Issue: Should the Strategic Planning Committee, with its delegated authority from the Board of Directors, approve the minutes of the public hearings on unmet transit needs and adopt the related resolutions?

Recommendation: That the Strategic Planning Committee: (1) approve the minutes of the five previously held public hearings (see attachments) on unmet transit needs in Sacramento County, including the cities therein and the SRTD; and Sutter, Yolo and Yuba counties, and the cities therein; and (2) adopt the attached resolutions regarding unmet transit needs in each county, cities therein, and the SRTD.

Discussion: The Transportation Development Act (TDA) requires that SACOG make an annual unmet transit needs finding for the Sacramento Regional Transit District (SRTD) and for jurisdictions eligible to use TDA funds. Jurisdictions outside of the SRTD are permitted to use TDA funds on streets and roads projects, if they have filled all transit requests that meet SACOG's adopted definitions of "unmet transit need" and "reasonable to meet."

State TDA statute established a Local Transportation Fund (LTF) for each county. LTF revenues are derived from 1/4 cent of the state retail sales tax and are returned to each county according to the amount of tax collected. LTF funds are apportioned to jurisdictions within each county on a population basis.

In Sacramento County, the LTF apportioned to jurisdictions located within the SRTD may only be used for transit service. However, jurisdictions located outside of the SRTD may use their LTF apportionments for streets and roads projects, provided they have no transit requests that meet SACOG's adopted definition of "unmet transit needs" that are "reasonable to meet."

It is the responsibility of the SACOG Board to annually make one of the following findings for each of the four counties and the cities therein and the SRTD: (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. These findings must be made prior to approving TDA claims for streets and roads projects. The public transit operators and jurisdictions and their respective proposed findings are listed in the attached resolutions and summarized on the summary sheet as well.

TDA statutes require that SACOG follow a specific process in making an unmet transit needs finding for each jurisdiction. Staff has carried out this process for FY 2012-13 (described in Attachment A). As part of the process, transit service requests were identified during public hearings (five were held in the spring of 2012 and a final public hearing was held before the Board on May 17, 2012) and through the transportation planning process. These requests were evaluated as to whether they meet SACOG's adopted definitions (see Attachment A). The Social Service Transportation Advisory Council (SSTAC) for each county has participated in the analysis with staff and concurs with staff recommendations.

During the annual SACOG Unmet Transit Needs Process, the SRTD submitted a statement expressing the district's concern about the distribution of TDA-LTF funds to jurisdictions for non-transit purposes where the findings state "there are no unmet transit needs that are reasonable to meet," when there are "transit needs within our service area but very little money available to address those needs." SRTD noted that the district has substantial capital needs for bus and rail car replacement that they are struggling to meet. SRTD expressed a concern that SACOG distributes regional and federal funds (JARC, New Freedom, FTA 5307, etc.) to transit operators where a finding of "no unmet transit needs that are reasonable to meet" has been made. Review of the TDA statute confirms that this statement is not an "unmet transit need" so it was not evaluated in the same manner as requested service changes identified through the outreach process.

SRTD requested that SACOG re-evaluate the agency's processes for distributing TDA and FTA discretionary and formula funds after the Unmet Transit Needs process for FY 2012-13 is complete. SACOG staff has researched this issue and determined that any changes to the distribution of funds would be a discretionary Board policy action, but there is nothing in state or federal statute or regulation that would require SACOG to distribute funds in any manner different than its existing process and procedures. Staff has also contacted a number of metropolitan planning organizations (MPOs), regional transportation planning agencies (RTPAs), and Transportation Commissions around the state and determined that there are no agencies that are not also transit operators using the "unmet transit needs" findings to restrict the use of the TDA or FTA discretionary or formula funds they control and distribute.

SACOG staff has met with SRTD staff to clarify the intent of the statement that they introduced as testimony. Based on those discussions, it is staff's understanding that SRTD would like to engage in discussions with the Transit Coordinating Committee (TCC) to consider developing recommendations to the SACOG Board that the evaluation process for the allocation of any discretionary funds that SACOG distributes include some consideration of whether a jurisdiction is currently using all of its TDA funds for transit purposes, and that no TDA funds are allocated to streets and roads purposes. Under the approach suggested by SRTD, if a jurisdiction is allocating funds for streets and roads purposes, this would result in that jurisdiction's project receiving fewer points, in an amount to be determined, than a project from a jurisdiction that is allocating all of its TDA funds to transit.

The Transit Coordinating Committee (TCC) discussed this issue at its May 16, 2012, meeting. The Chair of the TCC, Mike Wixon with the City of Roseville, pointed out that this matter had been discussed previously and that at that time the TCC did not support any changes. During the most recent discussion, many TCC members expressed strong opposition to any process that would link the allocation of discretionary funds to the "unmet transit needs" process and the use of Local Transportation Funds (LTF) for streets and roads purposes. The TCC discussion included remarks about the operational challenges from a funding source that vary from year to year, the lack of a connection in any legislation between the required use of local funds and federal funding, and the sense that TDA funding is of greater financial significance to many agencies outside of the SRTD service area. The TCC voted, 10 – 1, with SRTD being the dissenting vote, to recommend that SACOG not use the determination of "unmet transit needs" as a consideration in the evaluation and allocation of state and federal discretionary funds for transit projects. The ten operators opposed to the linkage of the allocation of discretionary funds to the "unmet transit needs" process included El Dorado Transit, City of Elk Grove/e-tran, City of Folsom/Folsom Stage Lines, Paratransit, Inc., Placer County/Placer County Transit, City of Roseville Transit, Sacramento County/East County Transit and Sacramento County Transit Link, Unitrans, Yolo County Transit District, and Yuba-Sutter Transit.

Staff recommends continuing future TCC discussions of potential modifications to the evaluation criteria for discretionary transit funding as a separate process, but not related to the determination of "unmet transit needs." Any future staff proposals for discretionary funding evaluation criteria changes would be shared with the Board at a future date.

Approved by:

Mike McKeever
Chief Executive Officer

MM:BVB:gg
Attachments

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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:

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.

2012-2013 Social Service Transportation Advisory Council Unmet Transit Needs Findings

Attachment B

Location	Hearing Date	Hearing Time	SSTAC Findings
Yuba/Sutter	Monday, February 27, 2012	4:00 PM	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.
			Number of Service Related Comments: 3 Number of Unmet Needs Reasonable to Meet: 0
Marysville			There are no unmet transit needs that are reasonable to meet in the City of Marysville.
			Number of Service Related Comments: 0 Number of Unmet Needs Reasonable to Meet: 0
Yuba City			There are no unmet transit needs that are reasonable to meet in the City of Yuba City.
			Number of Service Related Comments: 1 Number of Unmet Needs Reasonable to Meet: 0
Live Oak			There are no unmet transit needs in the City of Live Oak.
			Number of Service Related Comments: 1 Number of Unmet Needs Reasonable to Meet: 0
Wheatland			There are no unmet transit in the City of Wheatland.
			Number of Service Related Comments: 0 Number of Unmet Needs Reasonable to Meet: 0
Sacramento			There are no unmet transit needs in the Unincorporated Areas of the County of Sacramento outside of the SRTD.
			Number of Service Related Comments: 0 Number of Unmet Needs Reasonable to Meet: 0
Citrus Heights			There are unmet transit needs that are reasonable to meet in the City of Citrus Heights (as part of the SRTD).
			Number of Service Related Comments: 4 Number of Unmet Needs Reasonable to Meet: 1
Elk Grove			There are no unmet transit needs that are reasonable to meet in the City of Elk Grove.
			Number of Service Related Comments: 1 Number of Unmet Needs Reasonable to Meet: 0
Fair Oaks/Orangevale			Included in the SRTD.
			Number of Service Related Comments: 1 Number of Unmet Needs Reasonable to Meet: 0
Folsom	Tuesday, February 21, 2012	2:00 PM	There are no unmet transit needs that are reasonable to meet in the City of Folsom.
			Number of Service Related Comments: 9 Number of Unmet Needs Reasonable to Meet: 0
Galt	Tuesday, February 28, 2012	2:00 PM	There are no unmet transit needs that are reasonable to meet in the City of Galt.
			Number of Service Related Comments: 7 Number of Unmet Needs Reasonable to Meet: 0
Rancho Cordova			There are unmet transit needs that are reasonable to meet in the City of Rancho Cordova (as part of the SRTD).
			Number of Service Related Comments: 1 Number of Unmet Needs Reasonable to Meet: 0
Isleton			There are no unmet transit needs in the City of Isleton.
			Number of Service Related Comments: 0 Number of Unmet Needs Reasonable to Meet: 0
SRTD	Wednesday, February 15, 2012	6:00 PM	There are unmet transit needs that are reasonable to meet in the Sacramento Regional Transit District, including the cities of Citrus Heights and Rancho Cordova, as well as portions of Unincorporated Sacramento County.
			Number of Folsom Light Rail Service Related Comments: 6 Number of Folsom Light Rail Unmet Needs Reasonable to Meet: 0
			Number of Service Related Comments: 56 Number of Unmet Needs Reasonable to Meet: 15
Yolo	Wednesday, February 29, 2012	6:00 PM	There are no unmet transit needs that are reasonable to meet in the Unincorporated Areas of the County of Yolo.
			Number of Service Related Comments: 7 Number of Unmet Needs Reasonable to Meet: 0
Davis			There are unmet transit needs that are reasonable to meet in the City of Davis.
			Number of Service Related Comments: 12 Number of Unmet Needs Reasonable to Meet: 7
West Sacramento			There are no unmet transit needs that are reasonable to meet in the City of West Sacramento.
			Number of Service Related Comments: 9 Number of Unmet Needs Reasonable to Meet: 0
Winters			There are no unmet transit needs in the City of Winters.
			Number of Service Related Comments: 0 Number of Unmet Needs Reasonable to Meet: 0
Woodland			There are no unmet transit needs that are reasonable to meet in the City of Woodland.
			Number of Service Related Comments: 1 Number of Unmet Needs Reasonable to Meet: 0

Note: No finding has been made for the city of Wheatland. A finding will be made prior to the SACOG Board meeting on May 17.

	Not An Unmet Transit Need	Unmet Transit Need	Unmet Transit Need that is Reasonable to Meet	Comments
Service	There are unmet transit needs that are reasonable to meet in the Sacramento Regional Transit District (incl. portions of Unincorp. Sacramento County and the cities of Citrus Heights, Rancho Cordova and Sacramento). [Unmet Transit Needs are highlighted]			
	There are not unmet transit needs that are reasonable to meet in the cities of Elk Grove, Folsom, Galt, Isleton, and the portion of Unincorporated Sacramento County that is not in the SRTD.			
				All operational comments are shared with the transit operators, and/or the appropriate jurisdiction.
Sacramento County				
Elk Grove	There is no bus service that directly serves the Kaiser Sports Medicine medical offices (10305 Promenade Pkwy).			Although currently there isn't fixed route service to this area, e-van does provide paratransit service as needed or requested for ADA eligible passengers. There is currently no other development in the area, posing a lack of demand for fixed route transit service in the area. This is not an unmet transit need that is reasonable to meet.
Folsom	Run the Folsom Stage Line route 10 on the weekend, in particular on Saturday from 10 AM to 5 PM.			There is currently not sufficient demand to support this service. Weekend service is currently being reviewed as part of the Folsom SRTP. This is not an unmet transit need that is reasonable to meet.
	Change the Folsom Stage Line (route 10) schedule at the Sutter Street light rail station to better sync up with trains arriving in Folsom.			This is an operational comment. Route 10 is now set up to have a bus at the Sutter Street light rail station within 15 minutes or less of the train arriving. This is not an unmet transit need.
	Start the Folsom light rail trains at 4:30 AM to allow riders to catch the daily 5:30 AM Amtrak Capitol Corridor train to San Francisco.			There is currently not sufficient demand to support this service. Riders of the light rail from Folsom can access the Sacramento Amtrak Station, without transferring, to catch the 6:20 AM Capitol Corridor train M-F, and 9:10 AM train Saturday and Sunday. This is not an unmet transit need that is reasonable to meet.
	Run one more train to Folsom at 7:00 PM to allow workers that are not right near light rail to work until 5 PM.			There is currently not sufficient demand to support this service. This issue is currently being considered as part of the Folsom SRTP. The final trip leaving downtown Sacramento for Folsom is at 6:28 PM (M-Sun). This is not an unmet transit need that is reasonable to meet.
	Light Rail service to/from Folsom needs to be increased (in duration) to go later into the evening allowing people to go out at night in Folsom.			There is currently not sufficient demand to support this service. This issue is currently being considered as part of the Folsom SRTP. The final trip leaving downtown Sacramento for Folsom is at 6:28 PM (M-Sun). This is not an unmet transit need that is reasonable to meet.
	Light rail to/from Folsom doesn't run late enough, into Folsom in particular. The early service cut off restricts transit-reliant people from attending public meetings held in the evening or evening social outings.			There is currently not sufficient demand to support this service. This issue is currently being considered as part of the Folsom SRTP. The final trip leaving downtown Sacramento for Folsom is at 6:28 PM (M-Sun). This is not an unmet transit need that is reasonable to meet.
	Folsom Dial-A-Ride doesn't run late enough into the evening, and is not ADA compliant because local fixed route bus services run later than the Folsom Dial-A-Ride does.			Folsom Stage Line runs deviated fixed route service in the evenings, which will deviate up to 3/4 of a mile off the route (10). If there is a particular request within the service area a D-A-R vehicle may also be sent out to fulfill that request. This is not an unmet transit need.

	Not An Unmet Transit Need	Unmet Transit Need	Unmet Transit Need that is Reasonable to Meet	Comments
Folsom cont.	There is a great need for pick-up at 3:22 PM of transit riders at the California State Prison – Sacramento (CSP-SAC) [Folsom Prison]			Folsom Stage Line does serve Folsom Prison, and does make the stop mentioned just before 4 PM. This is not an unmet transit need.
	There is no transit service available to/from Folsom Community College even though there are some weekend classes and events held at the college year round.			There is currently not sufficient demand to support this service. Weekend service is currently being reviewed as part of the Folsom SRTP. This is not an unmet transit need that is reasonable to meet.
	The Folsom Stage Line should run at least minimal service on weekends considering that light rail runs to Folsom seven days per week.			There is currently not sufficient demand to support this service. Weekend service is currently being reviewed as part of the Folsom SRTP. This is not an unmet transit need that is reasonable to meet.
Galt	Maintain the SCT/Link – Highway 99 bus link to Florin Mall for students from Galt attending Cristo Rey High School.			The Highway 99 bus service currently goes to Florin Mall. This will change in September 2012 when Highway 99 bus service terminates at Cosumnes River College (CRC). RT bus service on route 55 will be available to transport passengers from CRC to Florin Mall. The students in question currently receive transportation from the school (Cristo Rey), but that service is being cut at the end of the school year. With the ridership suggested, 15 students, SCT/Link could only get the required 20% farebox recovery based on all the students purchasing a monthly pass if only one morning and one afternoon/evening run to Florin Mall was made. However, since the riders are not using the service today it is not an unmet need reasonable to meet since there is not an assurance that all 15 riders will use the service to Florin Mall if it is maintained. This is not an unmet transit need that is reasonable to meet. Cristo Rey High School wil pick up students at CRCC.
	Some assistance with the cost of transit fare(s) should be offered for low-income residents/students like those that attend Cristo Rey, in particular free transfers between SCT/Link – Highway 99 buses and Sacramento Regional Transit.			This is an operational comment. The cost of an SCT/Link student pass will decrease to \$45 in September 2012. An RT student pass costs \$50 (this cost is not expected to change in September 2012). Transfers were discontinued in response to budget problems. This is not an unmet transit need.
	Service by the SCT/Link – Highway 99 buses to the Florin Mall should be maintained.			See the first comment regarding planned Highway 99 bus service changes.
	Maintain the Galt transit connection to Florin Mall.			See the first comment regarding planned Highway 99 bus service changes.
	Keep the SCT/Link – Highway 99 service to Florin Mall.			See the first comment regarding planned Highway 99 bus service changes.
	The SCT/LINK - Highway 99 stop at Florin Mall should be kept.			See the first comment regarding planned Highway 99 bus service changes.
	Have the RT route 55 start its first run at CRC giving Cristo Rey students the option of taking transit to school.			See the first comment regarding planned Highway 99 bus service changes.

	Not An Unmet Transit Need	Unmet Transit Need	Unmet Transit Need that is Reasonable to Meet	Comments
Galt cont.	Why did RT stop offering free transfers from SCT/Link to their service?			This is an operational comment. Transfers were discontinued in response to budget problems. This is not an unmet transit need.
	The Galt SCT/Link-Highway 99 service should run to/from CRC until 10 PM.			Proposed Highway 99 bus service will run until 8 PM. There currently is not sufficient projected ridership to support service after 8 PM. This is not an unmet transit need that is reasonable to meet.

	Not An Unmet Transit Need	Unmet Transit Need	Unmet Transit Need that is Reasonable to Meet	Comments
Unincorporated Sacramento County				No unmet transit needs comments were received regarding transit service in Unincorporated Sacramento County outside of the SRTD.
SRTD (incl. portions of Unincorporated Sacramento County)	Restore the Neighborhood Ride routes 9 and 10 (these routes formerly served the Carmichael area).			The commenter said that in particular students and seniors need and want to get to American River College. When the routes 9 & 10 were operating they had on average 150 riders per day, but this type of service needs a minimum of 250 riders per day to be viable. This is not an unmet transit need that is reasonable to meet.
			Increase the frequency of service on the routes 23 and 25.	The RT Comprehensive Operational Analysis/Transit Renewal proposes headway/frequency improvements for both the route 23 and 25, though these improvements don't include service on Fair Oaks Blvd. This is an unmet transit need that is reasonable to meet.
	Increase the frequency of service on the route 22.			Under Transit Renewal the route 22 is proposed to have all service east of Watt Avenue eliminated. This is not an unmet transit need that is reasonable to meet.
			Extend the hours on the route 21 later in the evening, and have it run later on the weekends.	Transit renewal proposes extending route 21 service to 10 PM on weekdays and Saturdays. This is an unmet transit need that is reasonable to meet.
	Have the route 21 start earlier on the weekends.			There is not sufficient demand to support this service. This is not an unmet transit need that is reasonable to meet.
	Paratransit, Inc. shared ride service frequently causes missed connections with other transit providers (Amtrak) by delivering riders late to their destinations.			The earliest time a qualified Paratransit, Inc. rider can schedule a ride is at 6 AM. With the large service area, 30 minute pick-up window and shared rides, it may take riders an hour or more to reach their desired destination. Within the City of Sacramento all taxi companies are required to have ADA accessible vehicles, and these services can take any user directly to their destination in a timely manner with no need to share a ride, though at a higher cost than Paratransit, Inc. This is not an unmet transit need that is reasonable to meet.
			Extend light rail service later into the evening until 11 PM.	It is proposed as part of Transit Renewal to extend light rail to begin the last round-trip at 11 PM. This is an unmet transit need that is reasonable to meet.
	Increase bicycle carrying capacity on light rail vehicles.			This is an operational comment. The fewest number of bicycles each light rail train can hold is six (for a two car train). Each car holds 4 bikes, with the exception of the front car that holds only 2 in the rear of the car. This is not an unmet transit need.
	The lack of free or low cost transfers between RT and e-train is a problem.			This is an operational comment. This comment will be addressed in part by the introduction of the Connect Card (universal transit fare card) in summer 2013. This is not an unmet transit need.
	Extend all RT services later into the evening (past 9 PM).			As part of RT's Transit Renewal plan many bus lines and a majority of light rail service will operate after 9 PM. This comment is not specific enough to analyze using the unmet transit needs & reasonable to meet definitions. This is not an unmet transit need.
	The route 72 needs to be extended to serve students and Anthem College.			The route 72 stops within reasonable walking distance of Anthem College (less than 1/10th of a mile away). This is not an unmet transit need.
	The routes 51 and 86 do not connect well.			These bus routes do connect, though riders may have to wait to transfer. This is not an unmet transit need.
	RT drivers need to be more insistent that riders move back and make room for people boarding when there are heavy passenger			This is an operational comment. Drivers can only request that riders vacate seats 'reserved' for seniors and those with disabilities. This is not an unmet transit need.

	Not An Unmet Transit Need	Unmet Transit Need	Unmet Transit Need that is Reasonable to Meet	Comments
SRTD cont.			RT route 1 should start and end at the Watt/I-80 light rail station and a separate bus should serve the McClellan Business Park.	As part of Transit Renewal the route 1 frequency will be increased to 15 minutes and a different route will be serving the McClellan Business Park. This is an unmet transit need that is reasonable to meet.
	The route 1 should go to Folsom and connect with the RT light rail there.			It is possible to connect to light rail to Folsom using the route 1. This is not an unmet transit need.
			The route 1 should run on at a 15 minute frequency when ARC is in regular session to avoid crush loads (lack of bicycle space also an issue).	As part of Transit Renewal the route 1 frequency will be increased to 15 minutes, though the service operates on a 20 minute headway currently. It is proposed that all RT buses will be outfitted with bicycle racks that can carry three bicycles; currently buses have racks that can only carry two bikes. This is an unmet transit need that is reasonable to meet.
	Fare evasion is an issue, and fare checkers need to always check all riders for proof of payment when possible.			This is an operational comment. This is not an unmet transit need.
	The route 2 needs to run in the evening and on weekends.			Transit Renewal does not propose any changes to the route 2 at this time. It is proposed to run one of the other routes that serves the South Land Park/Pocket areas later into the evening. This is not an unmet transit need that is reasonable to meet.
	Older people (older women in particular) need to be able to get on the bus easily and feel safe doing so.			This is an operational comment. This is not an unmet transit need.
	Older people (older women in particular) need public transit service that they can afford on a low/fixed income.			This is an operational comment. This is not an unmet transit need.
	Bicycle spaces on buses is an issue. It should be RT policy that riders should be allowed to bring their bikes on-board the bus if it is the final run of the night.			This is an operational comment. This is not an unmet transit need.
	There needs to be a sliding scale/lower cost fare level for homeless/very low income people.			This is an operational comment. This is not an unmet transit need.
	RT drivers need to be given autonomy to allow passenger to ride for a reduce or no fare.			This is an operational comment. This is not an unmet transit need.
			The route 15 limits access to the new Greyhound station on Riverside Blvd.	This comment will be addressed by the opening of the Green Line (light rail) in spring 2012, as well as the (Transit Renewal) proposed extension of route 15 service until 9:40 PM. This is an unmet transit need that is reasonable to meet.
	Light rail to/from Folsom ends too early in the evening on weeknights and starts too late and ends too early on weekends.			There is currently not sufficient demand to support this service. This issue is currently being considered as part of the Folsom SRTP. The final trip leaving downtown Sacramento for Folsom is at 6:28 PM; and returning from Folsom to downtown Sacramento at 7:01 PM (M-Sun). This is not an unmet transit need that is reasonable to meet.
	The RT website is lacking and is difficult to use (in particular the system map and route listings).			This is an operational comment. This is not an unmet transit need.
	RT customer service wait times are too long.			This is an operational comment. This is not an unmet transit need.

	Not An Unmet Transit Need	Unmet Transit Need	Unmet Transit Need that is Reasonable to Meet	Comments
SRTD cont.	The route 67 needs to run later during the week, and more frequently and later on the weekends.			Route 67 currently runs until 8:44 PM, and no changes to this service are proposed. This is not an unmet transit need that is reasonable to meet.
	The route 83 should be reinstated, considering the lack of any transit service to the low income area along Sutterville Road/12th&14th Avenues and many community centers and schools along this route.			There are many bus routes nearby that run frequently. This is not an unmet transit need.
	The SCC light rail station has too many stairs to access Sutterville Road.			This is an operational comment. This is not an unmet transit need.
	RT bus drivers need to be more considerate of riders not keeping their vehicles too warm or too cold.			This is an operational comment. This is not an unmet transit need.
	There is not enough bus service in the Fair Oaks and Orangevale communities (north Sacramento County).			Transit service is available in the communities of Orangevale and Fair Oaks. This comment is not specific enough to be analyzed using the definitions of unmet transit need and reasonable to meet. This is not an unmet transit need.
	More frequent service to ARC on the route 82 is needed.			The route 82 currently provides service to ARC 7 days per week with 30 minute service frequency; additional evening service is proposed (Transit Renewal) to be extended. This is not an unmet transit need.
	There is an overall lack of east to west connections on RT.			There are east-west connections available. This is not an unmet transit need.
	RT needs to focus on bus service and let light rail become a truly regional (non-Sacramento County centric) service.			This is an operational comment. This is not an unmet transit need.
	What is the load/overload capacity of RT buses/light rail vehicles?			This is an operational comment. Full size RT buses have 34 seats with capacity for approximately 52 riders (both seated and standing). This is not an unmet transit need.
		The RT route 6 needs to serve the Land Park area on weekends because of the large number of regional destinations and local necessities (shopping/parks/library/community center).		The RT route 6 already serves the area on Saturdays. This is an unmet transit need that is not reasonable to meet.
		The routes 2 and 61 need to operate on weekends and holidays.		There is currently not sufficient demand to support this service. This is an unmet transit need that is not reasonable to meet.
			Later evening service need to run to all Los Rios Community College campuses and CSUS.	All Los Rios Community College Campuses in Sacramento County (except Folsom) and CSUS will receive later evening/night bus service as part of RT's proposed Transit Renewal route recommendations. This is an unmet transit need that is reasonable to meet.
	Will there be later evening hours on the routes 11 and 67/68 for the Sacramento Jazz Festival and the California State Fair?			No decisions on special/extended service hours have been made. This is not an unmet transit need.

	Not An Unmet Transit Need	Unmet Transit Need	Unmet Transit Need that is Reasonable to Meet	Comments
SRTD cont.	The RT route 11 should serve the Sacramento International Airport (every two hours) allowing Paratransit, Inc. to offer low cost trips to the airport for their clients.			This is not an unmet transit need.
		Reinstate RT shuttle/bus service to Raley Field (Wednesday-Sunday afternoons/evenings).		Sacramento County based (as well as Yolo County based) riders wanting to access Raley field can do so using Yolobus routes 42 A & 42 B which both currently return to downtown Sacramento from Raley Field after 10 PM, though depending on how late events end continuing the trip in Sacramento County may be an issue. The transit operators should be put in contact with Raley Field to take into account the needs of transit dependent people who want to attend events at Raley Field. This is an unmet transit need that is not reasonable to meet.
	The route 86 needs to be on-time to facilitate transfers to light rail.			This is not an unmet transit need.
	Bring back the Neighborhood Ride routes 16 and 18.			The Neighborhood ride route 16 is proposed (Transit Renewal) for elimination, it duplicates the route 14. Riders of the route 16 will also be able to use the route 19 that runs on Norwood Avenue that already runs 7 days a week and later into the evening. Only one comment regarding the route 18 was received, though this comment would be reasonable to meet if a group requested the service (this route travels on Bell Ave. in Del Paso Heights then down Del Paso Road to Marconi). This is not an unmet transit need that is reasonable to meet.
	The routes 86 and 87 need to run until the last light rail train arrives and two light rail stations these routes serve to promote public safety and not leave riders stranded.			Both routes 86 and 87 currently run until at least 8 PM M-Sat. This is not an unmet transit need that is reasonable to meet.
	The \$50 per ride rate that Paratransit, Inc., charges to get to the airport is too high.			This is a special service Paratransit, Inc. provides outside of its service area, therefore the cost must cover the actual cost of the trip. This service may be available at a lower cost from a taxi or airport shuttle service. This is not an unmet transit need.
			RT should increase the number of wheelchair/disabled seating positions available on buses (in particular buses with high ridership like the 51) as well as light rail.	The proposed (Transit Renewal) increase in service frequency on the route 51 will fulfill this need. This is an unmet transit need that is reasonable to meet.
	Paratransit, Inc. shared rides are inefficient.			Paratransit, Inc. ADA transit services comply with all requirements. This is not an unmet transit need.
		Restore the route 100 to the Antelope area or add more service that serves the same area.		This is an unmet transit need that is not reasonable to meet.
			More/later service is needed to the ARC extension campus in Natomas.	Improvement to the transit routes that serve ARC, CRC and SCC are proposed as part of RT's Transit Renewal Plan. This is an unmet transit need that is reasonable to meet.
			Later bus service is needed to/from ARC.	Improvement to the transit routes that serve ARC, CRC and SCC are proposed as part of RT's Transit Renewal Plan. This is an unmet transit need that is reasonable to meet.
			Later bus and light rail service is needed to Sacramento City College.	Improvement to the transit routes that serve ARC, CRC and SCC are proposed as part of RT's Transit Renewal Plan. This is an unmet transit need that is reasonable to meet.

	Not An Unmet Transit Need	Unmet Transit Need	Unmet Transit Need that is Reasonable to Meet	Comments
SRTD cont.	The route 88 is frequently late during the peak periods and causes missed connections with light rail, which is particularly problematic for riders of Folsom trains.			The route 88 connects with light rail. This is not an unmet transit need.
	The Watt/Manlove station needs shelters to protect both east and west bound passengers from the elements.			This is an operational comment. This is not an unmet transit need.
	RT should run two light rail tracks to Hazel to facilitate light rail service every 15 minutes and take pressure off the Folsom stations' parking lots.			This is an operational comment. This is not an unmet transit need.
	RT transit services need to run later in the evening similar to other similarly size cities/transit agencies around the country.			As part of RT's Transit Renewal plan many bus lines and a majority of light rail service will operate after 9 PM. This comment is not specific enough to analyze using the unmet transit needs & reasonable to meet definitions. This is not an unmet transit need.
			Stopping the light rail at 9 PM is horrible, it needs to run later for those that are dependent on transit.	It is proposed as part of Transit Renewal to extend light rail to begin the last round-trip at 11 PM. This is an unmet transit need that is reasonable to meet.
		The route 2 needs to run in the evening and on weekends.		This is an unmet transit need that is not reasonable to meet.
		The route 2 stops running too early and needs to run on weekends.		This is an unmet transit need that is not reasonable to meet.
	Paratransit, Inc. has been having issues with running late (well outside the 30 minute pick up window).			This is an operational comment. Currently 93% of Paratransit, Inc. trips are on-time. This is not an unmet transit need.
	RT drivers seem to lack concern for disabled patrons and do not ask people sitting in the seats reserved for seniors/disabled people to move in violation of the ADA.			This is an operational comment. This is not an unmet transit need.
	Traveling/having to transfer for paratransit trips between cities and having to qualify for two different paratransit systems makes travel by qualified individual nearly impossible.			This is an operational comment. This is not an unmet transit need.
	RT needs to improve overhead message signs so that they show the actual time the train is going to arrive, not just the scheduled time.			This is an operational issue. In the future overhead message signs at light rail stations will show the live/real' estimated arrival times based on AVL. This is not an unmet transit need.
	Bus service in the early and late hours of the day need to be increased where possible for those who work non-standard (8-5) work schedules.			Though it may not be convenient, many riders that work near transit service can get to overnight/shift jobs; though they may have to arrive early to their worksite and/or wait to catch a bus after work. This is not an unmet transit need.
			The route 11 needs to run later in the evening and more often on the weekends.	As part of Transit Renewal the route 11 is proposed for later service and weekend service. This is an unmet transit need that is reasonable to meet.
	The route 13 needs to run later in the evening and more often on weekends.			There is not sufficient demand to support this service expansion. This in not an unmet transit needs that is reasonable to meet.

	Not An Unmet Transit Need	Unmet Transit Need	Unmet Transit Need that is Reasonable to Meet	Comments
SRTD cont.	RT fares are too high for those who rely on transit, in particular disabled people and those with low incomes.			This is an operational comment. This is not an unmet transit need.
	Public bathrooms should be made available at light rail station and all major transfer centers.			This is an operational comment. This is not an unmet transit need.
	Provide schedule information at all bus stops (i.e. the bus arrives every 1/2 hour starting at this time).			This is an operational comment. This is not an unmet transit need.
	RT and Yolobus should have and freely offer the other operator's transit route information.			This is an operational comment. This is not an unmet transit need.
	Give bicyclists a way to know how many bikes there are on board each light rail train prior to boarding.			This is an operational comment. This is not an unmet transit need.
	Have a light rail train leaving Folsom at 4:30 AM.			There is currently not sufficient demand to support this service. Riders of the light rail from Folsom can access the Sacramento Amtrak Station, without transferring, to catch the 6:20 AM Capitol Corridor train M-F, and 9:10 AM train Saturday and Sunday. This is not an unmet transit need that is reasonable to meet.
	Consider running one last train to Folsom at 7:00 PM for those who may have to work late or want to do something (briefly) after work.			There is currently not sufficient demand to support this service. This issue is currently being considered as part of the Folsom SRTP. The final trip leaving downtown Sacramento for Folsom is at 6:28 PM (M-Sun). This is not an unmet transit need that is reasonable to meet.
	There are not enough wheelchair/scooter spots on RT buses.			This is an operational comment. This is not an unmet transit need.
	People cannot get to night jobs (most of which start after 9 PM) using RT.			Though it may not be convenient, many riders that work near transit service can get to overnight/shift jobs; though they may have to arrive early to their worksite and/or wait to catch a bus after work. This is not an unmet transit need.
	ARC needs more/better bus service and/or a shuttle to/from the nearest light rail station.			ARC has abundant bus service that is proposed (Transit Renewal) to be even more frequent and run later than it does currently. This is not an unmet transit need.
	The bus route 47 needs to run more frequently and later in the evening.			The route 47 area is covered by numerous other bus routes. This is not an unmet transit need.
	More buses need to go down Florin Road and to Elk Grove.			There are currently buses that go down Florin Road and those that serve and connect with Elk Grove transit (e-train). This is not an unmet transit need.
		Buses and light rail need to run until midnight.		It is proposed as part of Transit Renewal to extend light rail to begin the last round-trip at 11 PM. This is an unmet transit need that is not reasonable to meet.
	More bike racks are needed at/near transit stops, in particular at light rail stations.			This is an operational comment. Bike racks are available at a majority of light rail stations and near many major transit transfer points. This is not an unmet transit need.
	There should be a light rail station in North Sacramento near Loaves & Fishes.			A light rail station is located within walking distance of Loaves and Fishes. This is not an unmet transit need.

	Not An Unmet Transit Need	Unmet Transit Need	Unmet Transit Need that is Reasonable to Meet	Comments
SRTD cont.	There needs to be an improved proof of payment system on light rail (perhaps a 'closed' gated system).			This is an operational comment. This is not an unmet transit need.
			The 1, 80, 82 and 84 need to run later until 9:30 PM or later if possible.	The routes 1, 80, 82 and 84 are proposed (Transit Renewal) to run until 10 PM. This is an unmet transit need that is reasonable to meet.
	The route 19 should run later, 9:30 PM or later is possible.			There is not demand to support this service. This is not an unmet transit need that is reasonable to meet.
	There need to be more bus lines that run to/through the Antelope area.			There is bus service available to the Antelope area. This comment is not specific enough to analyze using the adopted definitions of unmet transit need and reasonable to meet. This is not an unmet transit need.
	More and more frequent bus service is needed to ARC.			ARC has abundant bus service that is proposed (Transit Renewal) to be even more frequent and run later than it does currently. This is not an unmet transit need.
	There needs to be bus service in the area of Wachtel and Old Auburn Road in Citrus Heights.			This commenter lives on the border of Citrus Heights and Roseville. The commenter is within approximately 1/2 mile of the Roseville Transit route C. Roseville Transit could be used to connect to RT. This is not an unmet transit need that is reasonable to meet.
	The route 34 needs to run more frequently, every 30 minutes or less, and later if			The is not demand to support this service. This is not an unmet transit need that is reasonable to meet.
		Reinstate the route 36 along Folsom Blvd.		Though more transit service along the Folsom Blvd. corridor may be needed, there is currently insufficient demand to support reinstatement of the route 36 or similar bus service. This is an unmet transit need that is not reasonable to meet.
		Restore Sunday service on the route 62 and if possible run it later on Saturdays.		The route 62 is currently well used M-Sat., but there currently isn't sufficient demand to support later service on Saturday or Sunday service. This is an unmet transit need that is not reasonable to meet.
	Keep the light rail station and the areas along the light rail tracks clean of litter.			This is an operational comment. This is not an unmet transit need.
	There is a concern about non-paying riders, especially during the midday.			This is an operational comment. This is not an unmet transit need.
	A smooth transition from Amtrak to RT light rail is needed, especially for Folsom bound passengers whose trains only come every 1/2 hour, perhaps the Folsom light rail trains could hold for up to 5 minutes if an Amtrak train arrives when they are at the Capitol Valley Station.			It is possible to easily transfer from the Amtrak trains that arrive/depart from the Capitol Valley Station to the RT light rail lines (Blue and Gold). This is not an unmet transit need.
	The routes 2 and 62 need to run later. The 2 and 62 need increase or in the case of the 2 any weekend service			Transit Renewal does not propose any changes to the route 2 and 62 at this time. It is proposed to run one of the other routes that serves the South Land Park/Pocket areas later into the evening. This is not an unmet transit need that is reasonable to meet.
			The route 81 needs to run later.	The route 81 is proposed (Transit Renewal) to run until 10 PM M-Sat. This is an unmet transit need that is reasonable to meet.

	Not An Unmet Transit Need	Unmet Transit Need	Unmet Transit Need that is Reasonable to Meet	Comments
SRTD cont.	The route 2 needs to run until at least 8 PM during the week and on weekends.			Transit Renewal does not propose any changes to the route 2 at this time. It is proposed to run one of the other routes that serves the South Land Park/Pocket areas later into the evening. This is not an unmet transit need that is reasonable to meet.
	Local transit should run every thirty minutes 24/7.			This comment is too vague and it not able to be analyzed using the definitions of unmet transit need and reasonable to meet. This is not an unmet transit need.
	All non-public serving state and federal government offices should be consolidated in downtown Sacramento to facilitate increase transit use.			This comment will be forwarded to the appropriate state and federal office/real estate staff. This is not an unmet transit need.
Service	There are not unmet transit needs that are reasonable to meet in the Unincorporated Area of Yolo County.			
	There are not unmet transit needs that are reasonable to meet in the cities of West Sacramento and Winters.			
	There are unmet transit needs that are reasonable to meet in the City of Davis.			
	There are not unmet transit needs that are reasonable to meet in the City of Woodland.			
Yolo County (Unincorporated or Yolo services operated outside of Yolo County)	Due to increased ridership the 42 A/B needs to go to 30 minutes service frequency (headway) starting with the peak service hours (5-9 AM & 3-7 PM) then moving to all day/week 30 minute service.			Currently there not the demand to support all day 30 minute headways on the routes 42 A & 42 B. Any changes in service will need to be assessed, looking at options for heavy load periods. Standing room only a bus does not mean there is unmet transit need or not enough service, as long as riders are not being left at stops. It currently costs \$3.5 million a year to run the current level of service on the 42 A/B. This issue will be made a study priority for the upcoming Yolo County/YCTD SRTP. This is not an unmet transit need that is reasonable to meet.
	Yolobus route 42 A/B needs to run at least until 10 PM to allow any riders of the RT route 30 (once the schedule is extended until 10 PM) time to transfer to the 42 A/B.			The routes 42 A/B do currently run until after 10 PM and would allow passengers to transfer to any RT route, including the #30, when they are extended to run until 10 PM. This is not an unmet transit need.
	Reallocate 2 or 3 of the route 45 buses/runs to the routes 42 A & 42 B, which would more effectively serve riders going to West Sacramento, Davis, and would still serve those needing to travel to Woodland.			This suggestion would actually take service away from riders of Yolobus outside of the City of West Sacramento, particularly in Woodland. In addition, the City of West Sacramento, which already spends all of its TDA funds on transit would have to find additional funds to add any transit service as suggested. There is not currently the demand required to support more service on the 42 A/B. This is not an unmet transit need that is reasonable to meet.
	Yolobus' new low floor buses have less capacity to serve those of us with scooters, wheelchairs, walkers and shopping carts. Future public transit vehicles purchased should be designed with more seating, flexibility and greater capacity to serve those needing the service the most (this includes RT's light rail trains) [this comment will be shared with Sacramento RT].			This is an operational comment. This is not an unmet transit need.
	The hearing location/time was difficult to access via transit.			All Unmet Transit Needs hearing locations are accessible via transit (both to and from the location before and after the hearing) and SACOG strives to choose locations that are 1/4 mile or less from the nearest transit stop. This is not an unmet transit need.

	Not An Unmet Transit Need	Unmet Transit Need	Unmet Transit Need that is Reasonable to Meet	Comments
Yolo County (Unincorporated or Yobus services operated outside of Yolo County) cont.	Public transit operators need to do more marketing and interact with the public and ask them what they want and need.			This is an operational comment. This is not an unmet transit need.
	Why doesn't Yobus offer a bus stop or connection service on the Cache Creek (route 215) Bus on Highway 16 or my subdivision (Wild Wings between Co. Rd. 98 and I-505)?			Currently there is not enough demand, so Caltrans will not put up a traffic light in this area. A merge lane is possible to safely allow access into and out of this area, but with the affluent population there isn't ridership to justify a stop. This is not an unmet transit need that is reasonable to meet.
	Why is there no bus service/stop at Wild Wings (between Co. Rd. 98 and I-505 on Hwy. 16)? What are people supposed to do [for public transportation] if they live in between Madison and Woodland?			Currently there is not enough demand, so Caltrans will not put up a traffic light in this area. A merge lane is possible to safely allow access into and out of this area, but with the affluent population there isn't ridership to justify a stop. This is not an unmet transit need that is reasonable to meet.
	Morning connections at the [Woodland] mall to Yobus 42B from the 215 have been fine. However, the 42A at the Chiles road stop at 4:30 PM transfer to the 215 at the Woodland Mall has been problematic, and with no subsequent 215 bus to Esparto this connection is critical to many who use this service.			One round trip of the route 215 costs approximately \$53,000 a year. A possibility would be to ask the Cache Creek Casino to allow Yobus to forego the last trip that leaves there after 1 AM (Cache Creek provides funds for a portion of the route 215 service). Though there isn't a high demand for this transfer Yobus will explore solutions that could allow for an early 42 A start time that would better connect with the route 215. This is not an unmet transit need that is reasonable to meet.
	Why does Yobus have a gap in the 215 schedule after 5 PM travelling to Esparto? Are there any plans to offer a 6 or 7 PM trip to Esparto on the 215?			See response and finding above.
Davis	Unitrans needs to continue the regular bus schedules during UCD finals, breaks and summer.			Unitrans has reviewed transit services offered in other similar size cities and the service offered during breaks and summer is greater than what is available in those cities comparable to Davis. More service is needed during the time the UCD is in session because of the high ridership of the students. Both hourly and 1/2 hourly service is available on all Unitrans bus lines during breaks and summer. This is not an unmet transit need.
	More direct service to the Davis Amtrak station is needed, in particular service earlier in the morning, later in the evening and on weekends.			There is transit service available that allows riders to get to the Amtrak station. In addition to the direct service provided by the Unitrans A-line, there is existing Yobus service that runs earlier in the mornings, seven days a week, with the stop on F Street at 5th that serves the Amtrak station. Yobus route 42 A/B arrives at 5th and F early enough to take the 6:35 AM Amtrak Capitol Corridor trains on weekdays and the 7:55 AM train on weekends. Buses run until after 10:00 PM from F & 5th, seven days a week. The issue of transit service to/from the Davis Amtrak station will be studied as part of the upcoming Davis SRTP. Note that running new bus service is only beneficial to the environment if a large number of people will use it. This is not an unmet transit need that is reasonable to meet.
	Make free bus passes available.			This is an operational comment. This is not an unmet transit need.
	A bus shelter is needed opposite the Davis City Hall complex.			This is an operational comment. This is not an unmet transit need. Currently only Yobus stops at this location. There is not enough room for a bus shelter currently, and putting one in would necessitate the taking of additional right of way.

	Not An Unmet Transit Need	Unmet Transit Need	Unmet Transit Need that is Reasonable to Meet	Comments
Davis cont.			Have a bus stop at or near (within reasonable walking distance ¼ to ½ mile) from 3333 F Street (affordable housing community/Twin Pines). Currently the closest stop to Twin Pines is at F Street and Covell Blvd. one mile away.	Unitrans will be meeting with the residents of the Twin Pines affordable housing community. Yolobus will add a stop on the route 230 that will allow residents to more easily access Sacramento during the morning and evening peak hours (the cost of this additional service would be nominal, approximately \$2,000 per year). Unitrans is working with the City of Davis Public Works and Community Development departments on sustainability issues. There are many options to serve the Twin Pines community's needs including a taxi subsidy, contracting with charter shuttle service, pedi-cab service, car-sharing or bike sharing programs. This is an unmet transit need that is reasonable to meet.
			The closest bus stop (to Twin Pines affordable housing at 3333 F Street) is 1 mile away and the bus that stops there does not go all the way to downtown Davis, but to UCD. A lot of residents at Twin Pines would be happy to take (have) a bus that better serves their needs. A stop at F Street and Anderson Road would be good.	See comment and finding regarding transit service to Twin Pines above. <i>Comment from hearing: Anthony Palmere (Unitrans) replied by asking why an affordable housing complex would be located in such an inaccessible area, and Don Saylor (Yolo County) replied that it was the site chosen by the City of Davis for development of affordable housing. Mr. Palmere also said that residents could transfer without an additional fare on Pulse service.</i>
			The nearest bus stop (to Twin Pines affordable housing at 3333 F Street) is on F Street and Covell Blvd., which is about a mile away from the apartments that is not a reasonable distance to walk.	See comment and finding regarding transit service to Twin Pines above.
	Yolobus routes 42 A/B to/from the Woodland shopping center (Mall) have poor connections with other Yolobus lines and Unitrans and do not work well. The 42 A/B needs to arrive at the Mall 10 minutes earlier in order for riders to make the transfer to other Woodland local buses.			Though there isn't a high demand for this transfer Yolobus will explore solutions that could allow for an early 42 A start time that would better connect with the route 215. This is not an unmet transit need that is reasonable to meet. <i>Comment from hearing: Terry Bassett (Yolobus) replied that it is Yolobus policy that drivers hold a bus up to 5 minutes to allow incoming bus route passengers to transfer. 42 A trip to connect better to 215. Scheduled to leave pretty close together with Unitrans.</i>
			A bus stop is needed near Twin Pines affordable housing (3333 F Street) so residents can have reasonable access to a bus line that would take them to UCD (Sacramento City College - Davis Center), as well as easier access to bus service to Woodland and Sacramento.	See comment and finding regarding transit service to Twin Pines above.
			The Yolobus route 230 has a lay over nearby, but no stop. Would it be possible to place a stop nearby to allow Twin Pines residents (3333 F Street) access to this commuter route?	See comment and finding regarding transit service to Twin Pines above. <i>Comment from hearing: Terry Bassett (Yolobus) replied that he would look at the route 230 to see the schedule could be adjusted to pick up riders at the layover point.</i>

	Not An Unmet Transit Need	Unmet Transit Need	Unmet Transit Need that is Reasonable to Meet	Comments
Davis cont.			Bus service access at Twin Pines, an affordable housing community where many residents rely on transit as their only means of transportation, is terrible. The nearest bus stop at F Street and Covell Blvd (one mile from 3333 F Street).	See comment and finding regarding transit service to Twin Pines above.
			Bus service/stop needs to be closer to Twin Pines (an affordable housing community at 3333 F Street) that would allow residents to get to Sacramento State University, Sacramento City College – Davis Center, Sacramento, Woodland and just around Davis in general.	See comment and finding regarding transit service to Twin Pines above.
	To avoid the congestion and confusion at the Mace Blvd. access to the old Route 40 bike path adjacent to the north side of I-80 along the southbound off ramp, please consider constructing an access to the Route 40 bike path (located between the UPRR tracks and I-80) from the Pelz overcrossing and/or the Pole Line overcrossing. This would reduce the number of bicyclists competing with automobiles on the Mace Blvd. overcrossing.			This is not a transit related comment. This is not an unmet transit need. This comment will be forwarded to the SACOG Bicycle and Pedestrian Committee.
	To eliminate the need for bicyclists from South Davis to utilize the Mace Blvd. overcrossing at all when commuting to Sacramento, please consider a separated paved bike bath along Chiles Road (South County Road 32A) to the Yolo Causeway bike path entrance.			This is not a transit related comment. This is not an unmet transit need. This comment will be forwarded to the SACOG Bicycle and Pedestrian Committee.
	A commitment by Unitrans is needed to better serve the [Davis] high school. The school district does not provide transportation and therefore the High School is underserved by transportation. Currently, a student may use the P and Q lines somewhat easily ,however they function on a UCD schedule and cannot provide regular service, which makes it more difficult to count on (how is a high school kid supposed to know it's finals week at UCD?).			Unitrans currently runs 1/2 hour service during the morning and afternoon time periods. And during 'off hours' the service is still available hourly. All service provided to Davis High School is available year round. Unitrans will list the morning and afternoon/early evening 1/2 hour service on the next set of printed schedules. Unitrans makes every effort to inform the public the service will be changing when UCD is on break by posting fliers on the buses, providing information online and through their 'next bus' email/text service. This is not an unmet transit need.
	The Yolobus route 240 (West Sacramento/Sacramento Shuttle) does not run enough.			Three Yolobus routes serve this same area the routes 40, 41 and 240. This is not an unmet transit need.

	Not An Unmet Transit Need	Unmet Transit Need	Unmet Transit Need that is Reasonable to Meet	Comments
Davis cont.	A particular problem exists on Friday afternoon, where the driver of the 240 drives too slowly (does not keep to the schedule), which causes missed connections/transfers with other Yolobus routes.			This is an operational comment. This is not an unmet transit need.
West Sacramento	Yolobus route 241 needs to have midday service.			There is not sufficient demand to support this service. This is not an unmet transit need.
	Use smaller vehicles on the route 39 allowing it to use an alternate route down Dreyer Street/South River Road/Pioneer Bridge to avoid the back up turning left from 15th Street to Jefferson Blvd. in the morning (8 AM) and the resulting delay it causes.			This is an operational comment. This is not an unmet transit need.
	Yolobus route 41 weekend services need to be reestablished.			There currently is not sufficient demand to support this service. This is not an unmet transit need that is reasonable to meet.
	The 41 is frequently late and misses the connection with the route 35, the schedule should be modified to prevent this frequent transfer issue.			Yolobus will review the schedule vs. the actual route running times to determine if any changes need to be made. A transfer between the route 41 and 35 is possible. This is not an unmet transit need.
	Bus drivers do not take into consideration older, though not necessarily disabled, riders and just 'take off' too fast and can cause people with balance/gait issues to fall down.			Yolobus drivers are trained in safe driving and take the safety of their passengers seriously. This is an operational comment. This is not an unmet transit need.
	Drivers need to let people getting on the bus know when others are getting off so those boarding can wait to step forward.			Yolobus drivers do their best to get needed information to passengers when needed. This is an operational comment. This is not an unmet transit need.
	The bus stops in West Sacramento are too far apart, with many seniors, though not necessarily disabled people, not able to walk the long blocks to the nearest fixed route bus stop.			Riders who qualify under the ADA (live within 3/4 of a mile of a fixed route transit stop and have a qualifying disability) can use Yolobus Special service to get to their destinations within the Yolobus service area. This is not an unmet transit need. <i>Comment from hearing: Terry Bassett (Yolobus) replied that riders who qualify, like Ms. Miller, who are not physically able walk to the nearest fixed route bus stop and are within 3/4 of mile of the fixed route service can use the Yolobus Special paratransit (curb-to-curb) bus service to get to downtown Sacramento (anyone age 62 and over regardless of disability can use this service). Yolobus Special service can also be used to travel deeper into Sacramento for medical services.</i>
	Not enough destinations are served by transit in West Sacramento, with bus stops too far apart, and that returning to West Sacramento from Sacramento is frequently difficult.			All major service, retail, and entertainment destinations in West Sacramento are served by Yolobus. Service to/from downtown Sacramento is available 7 days per week from as early as 4:30 AM until 10:45 PM on the routes 42 A/B. This is not an unmet transit need.

	Not An Unmet Transit Need	Unmet Transit Need	Unmet Transit Need that is Reasonable to Meet	Comments
West Sacramento cont.	West Sacramento ended their 'Senior Shuttle', could Yolo bus provide some extra service?			Yolobus Special is a demand response curb-to-curb bus service that will transport people 62 years of age and older regardless of disability. The City of West Sacramento currently expends 100% of their TDA funds on transit services, so additional funds would have to be obtained for additional services to be provided. This is not an unmet transit need.
	Do more advertising of the Unmet Transit Needs process.			The Unmet Transit Needs process is advertised in various ways, including advertising in local and regional newspapers, on the SACOG and transit operator websites, on all transit vehicles (incl. all paratransit & dial-a-ride vehicles), as well as through our extensive stakeholder list of human service, non-profit, community etc. groups. This is not an unmet transit need.
	Why was a [Unmet Transit Needs] hearing not held in West Sacramento?			The City of West Sacramento expends 100% of the City's TDA funds, those funds that the Unmet Transit Needs (UTN) Process/Findings affect, on transit services. Regardless of the UTN findings made there are no additional TDA funds currently available for transit service in the City of West Sacramento, therefore the City has chosen not to hold an Unmet Transit Needs hearing there. This is not an unmet transit need.
	The bus (Yolobus) system needs to be improved before a street car system is considered.			This is an operational comment. This is not an unmet transit need.
	It takes most people in West Sacramento two buses (one transfer) to get to/from the grocery store, which isn't very reasonable if you're buying anything frozen or perishable.			Transit service is available to a majority of residents in the City of West Sacramento. This is not an unmet transit need.
	The [Yolobus] special bus works in Yolo County for other destinations, but not to Sacramento.			For passengers that qualify under the ADA the Yolobus Special demand response transit service is available to use for medical appointments to most medical facilities in the City of Sacramento. This is not an unmet transit need. <i>Terry Bassett (Yolobus) replied that riders who qualify, like Ms. Miller, who are not physically able walk to the nearest fixed route bus stop and are within ¼ of mile of the fixed route service can use the Yolobus Special paratransit (curb-to-curb) bus service to get to downtown Sacramento (anyone age 62 and over regardless of disability can use this service). Yolobus Special service can also be used to travel deeper into Sacramento for medical services.</i>
	Better coordinate [bus] routes and the development/siting of low cost housing/housing with many seniors.			This is an operational comment. This is not an unmet transit need.
	There are only 2 wheelchair spots on the buses causing some disabled wheelchair/scooter users r to have to stay in the hot sun or rain waiting up to one hour or more for a bus to board to get where they need to go.			This is an operational comment. This is not an unmet transit need.

	Not An Unmet Transit Need	Unmet Transit Need	Unmet Transit Need that is Reasonable to Meet	Comments
West Sacramento cont.	Why are free transfer from 42 A/B to the next 42 A/B continuing the same route, at L & 13 th streets in Sacramento prohibited?			Transfers between the 42 A/B are free. This is not an unmet transit need. Terry Bassett (Yolobus) replied that such a transfer (from 42 A/B to 42 A/B) should be free.
Winters				No unmet transit needs comments were received regarding transit service to/from Winters.
Woodland		Mutual Housing at Spring Lake, a brand new multifamily development with 101 apartment homes at the corner of Farmers Central Road and Pioneer Avenue in Woodland with 2/3 of the new apartments being affordable to lower income residents that will be targeted for agricultural workers and their families . When completed, this new housing, together with the 156 apartments in the existing Terracina affordable development just down the street, will mean that there will be at least 600 mostly lower income people living on this same short stretch of Farmers Central Road. Currently the closest bus service/stop is 1 mile away, and though there is a designated bus stop only 300 feet from the development bus service to that location will not be available until well after the 2014 completion date of the Mutual Housing at Spring Lake. Sacramento/Yolo Mutual Housing is requesting bus service to the existing bus stop twice a day to accommodate working people.		This is an unmet transit need that is not reasonable to meet. Sacramento/Yolo MHA has met with YCTD and the City of Woodland regarding providing some minimal level of transit service to the Springlake affordable housing development location to assist the MHA in garner more points on a grant application to the State of California for funding of the affordable housing community development. This need is not currently reasonable to meet according to the definitions used to review unmet transit needs, but that does not prohibit the City of Woodland from budgeting TDA - LTF funds to provide the service requested (approximate cost \$30,000 per year) in the near future. In the future the Unmet Transit Needs hearings will be held in late fall/early winter to allow for more time to plan potential service changes for the following fiscal year.

	Not An Unmet Transit Need	Unmet Transit Need	Unmet Transit Need that is Reasonable to Meet	Comments
Service	There are not unmet transit needs that are reasonable to meet in the counties of Yuba and Sutter, including the unincorporated areas, and the cities within.			
Yuba and Sutter Counties (Unincorporated area or regarding overall bus services that serve both counties)	Maintain the morning highway 99 bus start at the Yuba County Government Center and do not move it to highway 99 at Sam's Club.			This stop is being left as is. This is not an unmet transit need.
	Work with Nevada County to provide connecting transit service on Highway 20 between Nevada and Yuba counties. Riders of this potential service could use three Park and Ride lots that offer well lit parking areas with bus access: (1) Grass Valley off Highway 20 (53 parking spaces); (2) Pleasant Valley Road - South East Corner of Pleasant Valley Road and Highway 20, approximately 5 Miles West of Grass Valley (23 parking spaces); and (3) Penn Valley Drive - North East Corner of Highway 20 (20 parking spaces).			This request originated in Nevada County, and SACOG does not have any oversight of transit or transit funding for Nevada County. This transit service request will be forwarded to the Nevada County Transportation Commission. This is not an unmet transit need.
	The routes 1 and 3 have many of the buses full to standing room only Monday through Friday. The level of service has needs to be increased to meet the higher ridership.			This is an operational comment. This is not an unmet transit need. The issue of ridership and capacity will be addressed in the upcoming SRTP.
	There should be bus service to Oroville that would link Marysville/Yuba City to the north valley.			There is no known demand for this service. This is not an unmet transit need.
	Yuba-Sutter Transit drivers need to be trained to ask boarding passengers to wait until de-boarding passengers get off the bus before boarding.			This is an operational comment. This is not an unmet transit need. Yuba-Sutter Transit encourages all riders to notify them immediately if they have any issues while using the system.
	Yuba-Sutter Transit drivers need to focus on passenger safety.			This is an operational comment. This is not an unmet transit need.
	Many Yuba-Sutter Transit drivers leave stops early resulting in them being called back by other buses/routes for transfers.			This is an operational comment. This is not an unmet transit need.
	Many people cannot reach the stop request pull cords on the buses, some other means of requesting a stop like a push strip or drop down cord should be provided.			This is an operational comment. This is not an unmet transit need. All low floor buses are currently being modified with a drop down cord so stop requests are easier for everyone to make.
	Run Yuba-Sutter Transit local fixed route services until 10 PM Monday through Friday, rather than have to use general public Dial-A-Ride services after 6:30 PM.			Yuba-Sutter Transit Dial-A-Ride services are available to the general public after 6:00 PM M-F, and operates until 9:30 PM. This is not an unmet transit need that is reasonable to meet.

	Not An Unmet Transit Need	Unmet Transit Need	Unmet Transit Need that is Reasonable to Meet	Comments
Yuba and Sutter Counties (Unincorporated area or regarding overall bus services that serve both counties) cont.	Operate Yuba-Sutter Transit local fixed route transit services to on Sundays and holidays to allow more access to jobs at locations that are open on Sundays and holidays.			There currently is not sufficient demand to support Sunday and holiday services on Yuba-Sutter Transit local fixed routes. These services will be studied as part of the next Yuba-Sutter Transit Short Range Transit Plan update. This is not an unmet transit need that is reasonable to meet.
	Run Yuba-Sutter Transit routes to on Sundays & holidays allowing workers who rely on the service to work more hours at their jobs.			There currently is not sufficient demand to support Sunday and holiday services on Yuba-Sutter Transit local fixed routes. These services will be studied as part of the next Yuba-Sutter Transit Short Range Transit Plan update. This is not an unmet transit need that is reasonable to meet.
	Local Yuba-Sutter Transit buses should run until 10 PM daily.			Yuba-Sutter Transit Dial-A-Ride services are available to the general public after 6:00 PM M-F, and operates until 9:30 PM. This is not an unmet transit need that is reasonable to meet.
	Yuba-Sutter Transit local routes need to run until 10 PM every day of the week, including Sundays & holidays.			Yuba-Sutter Transit Dial-A-Ride services are available to the general public after 6:00 PM M-F and operates until 9:30 PM. There currently is not sufficient demand to support Sunday and holiday services on Yuba-Sutter Transit local fixed routes. These services will be studied as part of the next Yuba-Sutter Transit Short Range Transit Plan update. This is not an unmet transit need that is reasonable to meet.
	Local fixed routes should run until 10 PM every day they operate.			Yuba-Sutter Transit Dial-A-Ride services are available to the general public after 6:00 PM M-F, and operates until 9:30 PM. This is not an unmet transit need that is reasonable to meet.
Live Oak	Are there any plans to upgrade the Live Oak route to more times a day/week? (It currently runs three days per week M-F.)			There are no plans at this time to increase the current Live Oak funded transit schedule that operates 2 trips per day on M-W-F. This is not an unmet transit need.
Marysville	Yuba-Sutter Transit drivers need to be more observant, particularly on Route 4A, because they drive by waiting passengers at bus stops and leave them stranded.			This is an operational comment. This is not an unmet transit need.
	Mervyns' needs to be removed from the bus shelter at 2 nd and D Streets.			This is an operational comment. This is not an unmet transit need.
	Convert the vacant Mervyns building into a multi-purpose use building for all modes of public transportation. A transportation center for Yuba-Sutter Transit, Amtrak buses, Greyhound, tour buses and Indian casino buses eliminating confusion about where to catch buses of one kind or another. The facility could include a food court and restrooms.			This is a facilities comment. This is not an unmet transit need. This comment will be forwarded to the City of Marysville.
Wheatland				No unmet transit needs comments were received regarding transit service to/from Wheatland.

	Not An Unmet Transit Need	Unmet Transit Need	Unmet Transit Need that is Reasonable to Meet	Comments
Yuba City	Split route 1 into two separate routes, with one being the Yuba City route and the other be the Alturas/Yuba College Route (see attached scan of comment for more details).			The route 1 is the central/trunk line for the Yuba-Sutter Transit system. Requiring people to transfer on this heavily used bus route would not be practical. This is not an unmet transit need.

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

February 21, 2012 – 2:00 P.M.

The hearing was conducted by Linda Budge representing SACOG Board of Directors, with Barbara VaughanBechtold of SACOG staff, Kent Gary from the Folsom Stage Line, and James Drake representing the Sacramento Regional Transit District (RT) and the Sacramento County Social Service Transportation Advisory Council.

Director Budge and Ms. VaughanBechtold provided an overview of SACOG and the unmet transit needs hearing process. Mr. Gary and Mr. Drake gave brief overviews of their transit systems, including upcoming changes. One person testified at the hearing, though it was regarding Sacramento Regional Transit only services so it will be included in those minutes; and six pieces of correspondence were received. All Unmet Transit Needs comments are listed below.

Ms. Budge opened the hearing to public comment.

SUMMARY OF PUBLIC TESTIMONY

All comments received at the hearing we regarding Sacramento Regional Transit services only and will be included in the minutes for the Sacramento Regional Transit District hearing.

CORRESPONDENCE

1. Emma Woodley-Fisher, Folsom, CA

Ms. Woodley-Fisher uses the Folsom Stage Line (route 10) daily and thinks the service is reliable and a good value. She would like to see the Folsom Stage Line route 10 run on the weekend, in particular on Saturday from 10 AM to 5 PM.

2. Joe Zhou, Folsom, CA

Good morning Kent,

As a private citizen who has bus passes for the Folsom Stage Line and Sacramento Regional Transit, I strongly recommend changing the Folsom Stage Line schedule at Sutter Street during peak traffic hours. I was surprised to see the Folsom Stage Line schedule does not match the light rail schedule at the Sutter Street station at all in the afternoon between 4 and 7 PM. For example in the afternoon, the table below shows the SacRT light rail schedule and the Folsom bus schedule. I was trying to use the 6:25 PM Folsom Stage Line, but half the time, the bus pulls off just as the train arrives. If there is a match challenge to match the schedule, I suggest contacting the Sac Regional Transit scheduler for assistance, or set up a prize for the Folsom

High match club as a contest. I can also bring it to the CSUS Math Department as a community service project.

RT light rail arrive – Sutter St.	3:55 P	4:25	4:55	5:25	5:55	6:25	6:55
Folsom Bus (route 10) Schedule	4:18 P	5:13	5:53	6:25	6:49	7:19	7:49
Suggested Schedule	4:00 P	4:30	5	5:30	6	6:30	7

3. John Quinn, Folsom, CA

Please consider starting a [light rail] train from Folsom at 4:30 AM so riders can use the light rail to take the 5:30 AM Amtrak train going to San Francisco.

Please consider running on more train to Folsom in the evening at 7:00 PM. That way I can leave work at 5:00 PM and still get home.

4. Ian Lyman, Sacramento, CA

Hello:

I feel that light rail service to Folsom needs to be increased, especially an extension of the schedule into the evening/night. It would be popular service for those wanting to go to dinner and night clubs in Old Town Folsom or Old Sacramento (in reverse fashion).

5. Margie Donovan, Folsom, CA

Light rail to/from Folsom doesn't run late enough, into Folsom in particular. The early service cut off restricts transit-reliant people from attending public meetings held in the evening or evening social outings.

Paratransit, Inc. has been having issues arriving way outside the 30 minute arrival window (very late), which causes problems especially for people relying on the service for medical appointments.

Folsom Dial-A-Ride doesn't run late enough into the evening, and is not ADA compliant because local fixed route bus services run later than the Folsom Dial-A-Ride does.

6. Sonya R. Sims, Sacramento, CA

RE: Transit Needs for California State Prison Sacramento – New Folsom

There is a great need for pick-up at 3:22 PM of transit riders at the California State Prison – Sacramento (CSP-SAC).

It is an inconvenience to the transit riders who depend on the Folsom Stage Line Route 10 to get to the light rail (Gold Line) due to the fact alternate means of getting there is not always reliable; the main inconvenience is trying to connect with a non-commute individual that is going in the direction of light rail to drop you off.

Furthermore, the 5:22 PM pick-up is unnecessary and not cost-effective – there are no passengers boarding the Folsom Stage Line at that time – because all public service units close at or by 4:30 PM. To change the schedule to 3:22 PM would be greatly appreciated. All transit riders who depend on, and support public transportation by using the light rail, as that you please consider the more rider-friendly and cost effective suggestion we have requested.

FAX signed by: Sonya R. Sims, Mary Fernandez, David Tang, Valli Y. Reed, and Dianne Olney

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

February 28, 2012 – 2:00 P.M.

The hearing was conducted by Barbara Payne representing the SACOG Board of Directors, with Victoria Cacciatore and Ed Coviello of SACOG staff, Dan Klinker from the Sacramento County DOT/SCT Link and representing the Sacramento County Social Service Transportation Advisory Council.

Director Barbara Payne and Ms. Cacciatore provided an overview of SACOG and the unmet transit needs hearing process. Six people testified at the hearing; and no correspondence was received. All Unmet Transit Needs comments are listed below.

Ms. Payne opened the hearing to public comment.

SUMMARY OF PUBLIC TESTIMONY

1. Maria Patten, Galt, CA

Ms. Patten has been a Galt resident for 20 years. She states that she feels there needs to be more transportation options for lower income residents in Galt. Her children attend Cristo Rey High School located at 6200 McMahan Drive, Sacramento, CA 95824 (near Fruitridge Road and 62nd Street). Currently she knows of 10 kids ages 14-17 who attend Cristo Rey this school year and there will be approximately 15 in the same age group who will attend next year. The students' school day starts at 7:40 AM, which means they must leave Galt by approximately 5 AM. Ms. Patten wants to maintain the SCT/Link – Highway 99 bus link to Florin Mall for students from Galt attending Cristo Rey High School. Currently, transportation is offered by Cristo Rey. She would like to see assistance with the cost of transit fare(s) for low-income students like those that attend Cristo Rey, in particular free transfers between SCT/Link – Highway 99 buses and Sacramento Regional Transit.

2. Guillermo Tapia, Galt, CA

Mr. Tapia would also like to see service by the SCT/Link – Highway 99 buses to the Florin Mall maintained. He is willing to pay a fair fee in order for his children (all the children) who attend Cristo Rey High School (Sacramento, CA) to get to their school. He said the school provides other things to students beyond academics, but also making the students comfortable and happy.

3. Monica Gonzalez, Galt, CA

Ms. Gonzalez says that her children attend Cristo Rey to get educational opportunities they cannot get otherwise. She is upset about service to Florin Mall stopping and is left without any option to get her children to school without that connection. Her kids like school and participate

in the school's work-study program, so she wants to maintain the transit connection so they can continue to attend Cristo Rey.

4. Minerva Murillo, Galt, CA

Ms. Murillo has lived in Galt for 6 years. She has nothing against Galt schools, but Cristo Rey (where her children attend school) has better academic and other opportunities as well as more personal attention that her children need. The school requires a B average or students cannot continue to attend and has a moral education focus and don't ignore other non-academic needs the students may have. Cristo Rey helps children who attend become good students and good citizens. She is aware there are similar charter schools in Galt, but they don't offer the unique work-study program that Cristo Rey does. She wants to maintain the SCT/Link – Highway 99 service to Florin Mall.

5. Francisca Godinez, Galt, CA

Ms. Godinez expressed her agreement with Ms. Murillo's comments, and said that she felt her own children who attend Cristo Rey benefit from their interaction with other people who are different from themselves. She said all the kids at Cristo Rey know each other and have good relationships. Ms. Godinez would also like to see the stop at Florin Mall kept.

6. David Patten, Galt, CA

Mr. Patten is also a parent of a student at Cristo Rey high school in Sacramento, CA. He agreed with Ed Coviello (SACOG Staff) that if the Florin Mall service is ended that having the students transfer to the Sacramento RT route 55 at Cosumnes River College (CRC) would also be an option.

Ed Coviello (SACOG) mentioned that RT is planning service changes for the fall (September 2012) and that it was possible that the first RT route 55 of the day could start at CRC and connect riders of the SCT/Link – Highway 99 bus service to Florin Mall.

7. Mike McCune, Galt, CA

Mr. McCune asked why Sacramento RT stopped offering transfers.

Dan Klinker (Sac. Co. DOT/SCT/Link – Highway 99) responded by saying the RT stopped offering transfers to try and increase revenues because of a fiscal emergency/lack of funds.

Victoria Cacciatore (SACOG) noted that the requests for service to Florin Mall are just for morning and afternoon runs. Cristo Rey representatives speak to middle school students/parents and talk to them about the benefits of their children attending a school like Cristo Rey, including more individual time spent with students and helping students who may have/had financial or other difficulties before attending Cristo Rey.

CORRESPONDENCE

None.

**TRANSIT NEEDS PUBLIC HEARING
FOR THE SACRAMENTO REGIONAL TRANSIT DISTRICT
MINUTES**

February 15, 2012 – 6:00 P.M.

The hearing was conducted by Steve Cohn representing the SACOG Board of Directors, with Barbara VaughanBechtold of SACOG staff, Rosemary Covington and Tom Quigley of the Sacramento Regional Transit District, Kent Gary of the Folsom Stage Line and Janice LaBrado of Paratransit, Inc. also representing the Sacramento County Social Service Transportation Advisory Council.

Director Cohn and Ms. VaughanBechtold provided an overview of SACOG and the unmet transit needs hearing process. Ms. Covington, Mr. Gary and Ms. LaBrado gave brief overviews of their transit service and upcoming changes. 14 people testified at the hearing (an additional comment given regarding RT service at the Folsom hearing has been included as well for a total of 15 public testimony comments); and 29 pieces of correspondence were received. All Unmet Transit Needs comments are listed below.

Mr. Cohn opened the hearing to public comment.

SUMMARY OF PUBLIC TESTIMONY

1. James Rae, Carmichael, CA

Mr. Rae is a member of the Community Planning Advisory Council for the Old Foothill Farm area.

RT needs to restore the route 9 and 10 (Neighborhood Rides). Also, the frequency of service needs to be increased for the routes 22, 23 (operates on 30 minute frequency 6 days a week & hourly on Sundays), and 25 (operates on hourly minute frequency 6 days per week).

Mr. Rae worked on the Smart Growth Plan for the Fair Oaks Blvd. Corridor, which works with the Sacramento County General Plan Smart Growth Streets Plan. The area covered is from Oak Avenue to Madison Avenue along Fair Oaks Blvd. No widening of Fair Oaks was part of the plan, but it did include options to increase transit service and improve bicycle and pedestrian facilities. The Plan also included the potential for an assessment district to support transit. The plan focuses on infill development, vertical expansion, higher density development, which would in the end add approximately 1000 +/- residents to the Corridor.

Some of the main destinations in the area are Mercy San Juan hospital, downtown Carmichael, CSUS, ARC, Fair Oaks & Manzanita (shopping center). On the stretch between El Camino & Marconi to Winding Way there are many assisted living facilities with residents who could use transit service.

James Drake (RT) replied that the former Neighborhood Ride routes 9 and 10 had only 100 riders per service day and to be viable and Neighborhood Ride route needs on average 300 riders per service day, which is why those routes were discontinued (RT's efficiency criteria require at least 250 riders a day for an acceptable Neighborhood Ride/Community Bus Service). He also mentioned that under RT's Transit Renewal project it is suggested that the routes 23 and 25 run more frequently in the Fair Oaks and Marconi area.

2. Rick Hodgkins, Sacramento, CA

Mr. Hodgkins had comments regarding the RT route 21 that serves Sunrise Blvd. and Antelope Road. He feels that this route prohibits people living in the Antelope/Sunrise area from attending evening public meetings since the last run arrives in the area just after 8 PM. On the weekend the 21 only goes from Sunrise Mall to Louis & Orlando and only until 6:30 PM on Saturday. It also doesn't run early enough, it doesn't start until 11 AM on Saturday and Sunday, which makes it impossible to take the Amtrak at 7 AM.

Separately Mr. Hodgkins, who is visually impaired, commented on Paratransit, Inc. and their shared ride services frequently cause missed connections with Amtrak because of the sometime long and circuitous (inefficient) routes to pick up other riders before going to the destinations needed.

Steve Cohn (SACOG) commented that there is now better and more frequent Capitol Corridor service.

Tom Quigley (RT) replied that RT is planning to bring back evening service on the route 21 as part of the Transit Renewal project.

3. Gary Sakamoto, Sacramento, CA

Mr. Sakamoto would like to see light rail service hours go from 9:20-9:30 PM at 16th & R Streets station to 11 PM or later going to Meadowview. He would also like to see the bike capacity on the RT light rail increased.

4. Kim West, Sacramento, CA

Ms. West frequently has to go to the Kaiser Sports Medicine offices located in Elk Grove (not far from the border with Sacramento). There is no public transit that directly serves these medical offices. The lack of transfers between RT and Elk Grove transit is a problem, and the service is too costly (with the lack of free or low cost transfers). She would like to see the RT services extended further into the evening. Ms. West would also like to see the route 72 extended for the students and Anthem College. She also commented that the routes 51 and 86 in particular do not connect up well, and that with their heavy loads RT drivers need to be more insistent on people moving back to make room or more buses need to be added during peak times. She said she cannot go out at night because of the early cut off.

Steve Cohn (SACOG) commented that there is a plan for a universal fare card (Connect Card) that may alleviate some of the issue with transferring between transit systems.

5. Dan Allison, Citrus Heights, CA

Mr. Allison is a frequent transit user. He would like the RT route 1 to start and end at the Watt-I-80 light rail station, and a different bus should serve the McClellan Business Park. He also thinks the route 1 should go to Folsom to connect with the RT light rail there. Mr. Allison also mentioned that ARC students frequently put the route 1 at capacity with standing room only (and bicycle capacity is an issue) and the route needs to run every 15 minutes when ARC is in regular session.

6. Elizabeth Miura, Sacramento, CA

Ms. Miura is concerned about the number of people she sees evading fares on light rail. She sees fare enforcement personnel not checking riders for fare payment all the time.

Steve Cohn (SACOG) mentioned that the issue of fare evasion comes up a lot at the RT Board meetings.

7. Christina Raquel, Sacramento, CA

Ms. Raquel commented on the route 2 and the lack of evening service and no weekend service. She stated that this lack of service makes it difficult for poor working families that cannot afford a car to get and keep jobs because they can't work on the weekends or in the evening. She was also frustrated that the hearings were not held where/when people who rely on the route 2 could attend.

8. Carolyn Negrete, Sacramento, CA

Ms. Negrete is the vice chair of the Older Women's' League (OWL). She is part of a group looking at issues that affect the everyday lives of older women, and transportation or lack thereof has come forward and an issue/problem. There is the issue of access, being able to get on the bus, but also an issue of affordability where older women cannot afford the fares.

Steve Cohn (SACOG) mentioned the SACOG MTP/SCS has a goal of having local jurisdictions approve more landuses/developments that are more compact that can make public transit/paratransit more efficient and convenient.

9. James Holderegger, Folsom, CA

Mr. Holderegger moved to the area one year ago. He has been stranded because of the lack of bicycle spaces on buses. He feels the front space of all but the front light rail cars should be designated for bicycles/bicyclists and senior/disabled people. There also needs to be a lower cost/sliding scale fare available for homeless people, so they can access transportation in order to look for work. Transit drivers need to be given autonomy to let riders ride for free. The route 15 limits access to the new Greyhound station on Riverside Blvd. (the RT Green Line light rail may

alleviate some of this issue in Spring 2012). Mr. Holderegger thinks that 7:00 PM is too early a cut off for the light rail to/from Folsom, and the service starts too late on weekends for those who must work weekends. He also thinks that the RT website is lacking; the full service map is lacking (cannot pan, must look at separate maps to see all of many routes); route listings are not as clear/simple as they could be. RT customer service wait times are too long and the service is available for all hours that RT runs. Have a private company take up the slack like craigslist, zimride, ridejoy etc.

10. Yvonne Raphael, Sacramento, CA

Ms. Raphael relies on the route 67 to get around, but she doesn't feel it runs often enough with only ½ hourly service M-F and hourly service on the weekends considering the area it serves has a high concentration of lower income people. She feels her travel is curtailed by there not being enough service. She was 'cut off' from the light rail station at Sacramento City College (she cannot walk up and down the staircase from Sutterville Road to the station) with the cancellation of the route 83, which means there is now no transit service between Franklin and Freeport Blvds. Again a lack of service on Sutterville/14th & 12th Avenues where there is a high concentration of lower income people who are reliant on public transit. Ms. Raphael also feels that RT bus drivers are not considerate enough of riders either overheating or over cooling the inside of the buses and not listening to complaints from passengers.

11. Jeffery Tardaguila, Sacramento, CA

Mr. Tardaguila commented that there is not enough bus service for Fair Oaks and Orangevale (north Sacramento County). He also stated that with Los Rios students making up 15% of RT's ridership that the lack of service on the route 82 that serves ARC should be addressed. He also addressed that lack of east to west transit connections. Mr. Tardaguila also said there is no transit service to/from Folsom Community College on the weekend. He feels RT needs to focus on bus service and make/let light rail become a truly regional service rather than being RT/Sacramento County centric. What is the load/overload capacity of the RT buses/light rail?

12. Mike Barnbaum, Sacramento, CA

Mr. Barnbaum commented on the lack of public transport in the Land Park (route 6 serves the area M-F) area on weekends considering the many destinations in the area including the Sacramento Zoo, Fairytale Town, Funderland, Land Park, Bell Coolidge park/library/community center, Vics grocery store, Bel Air shopping center, Nugget shopping center etc. On the weekend the closest you can get to the Bell Coolidge center the route 62. He also believe there is a need for weekend and holiday service on the route 61 and route 2 (which could also serve the 5th Street/Vallejo Way loop that is currently provided by the 38. The River Oaks community really loses out with no Saturday or Sunday service available. He also stated that later evening service is needed to all Los Rios Community College campuses & CSUS to facilitate access to higher/continuing education for people reliant on public transit. Mr. Barnbaum also inquired if there will be later evening hours for the route 11 & 67/68 for the Sacramento Jazz Festival (May 2012) or the California State Fair (July 2012)? He also feels that the Galt- SCT/Link-Hwy 99 service should operate its CRC connection until 10 PM and that the Folsom Stage Line should

run at least minimal service on the weekends (considering RT light rail to Folsom runs seven days per week). Mr. Barnbaum went on to say that if the RT route 11 served the Sacramento International Airport even if it was only every two hours, that Paratransit, Inc. would then only charge \$5 for trips to the airport.

13. Randy Hicks, Sacramento, CA

Mr. Hicks would like to see RT bring back service/shuttles to Raley Field having them run Wednesday through Sunday afternoons/evenings, which should be feasible considering that RT already runs service to the 'ziggurat' state offices just across the street from Raley Field. He also stated that the timeliness of the route 86 is important since many people rely on it to transfer at two different light rail stations, and that the problem of missed connections is especially bad on Saturdays. Mr. Hicks would also like RT to bring back the Neighborhood Ride routes 16 and 18. He also feels that public safety of RT riders is an issue since the route 86 and 87 do not run until light rail stops running, thus stranding people at the light rail stations those routes serve. He also feels the \$50 rate that Paratransit, Inc. charges for a ride to the airport is much too high.

14. Leoma Lee, Sacramento, CA

Ms. Lee said that she has frequently has to wait over an hour to board the route 51 during the first two weeks of the month because of overloads (Ms. Lee uses an electric scooter) of disabled riders who use wheelchairs and non-folding walkers. She believes with the increase in the aging and disabled populations that there should be more wheelchair spaces available. The route 30 also has similar access problems. Ms. Lee says she has to leave at least two hours early whether she rides the 51 or Paratransit, Inc. because of the shared rides being inefficient.

15. Nicholas Byram, Antelope, CA

Mr. Byram would like the route 100 restored, or some other additional bus service to the Antelope area.

Rosemary Covington (RT) read a 'Statement for Unmet Transit Needs Hearings at the end of the hearing and asked that it be added to the record. (see below)

Statement for Unmet Transit Needs Hearings

RT is extremely supportive of SACOG's activity to determine the Unmet Transit needs within the jurisdictions it serves. Being able to meet with present and potential riders to discuss their transit requirements is invaluable to RT's short and long range planning process.

However, we note that at the end of last year's process there was a "no unmet needs" finding for many jurisdictions which comprise the SACOG region. We at RT want to emphasize that there are many transit needs within our service area, but very little money available to address those needs. Over the past few years, we have reduced service levels, reduced the workforce, cut back on key areas of maintenance and raised fares, all in an effort to keep basic levels of service operating.

We are working hard to address areas of transit need through our Transit Renewal effort which focuses on the sustainable restoration of service hours that were cut during our June 2010 service reduction. Transit Renewal has identified several routes in our service area which need increased frequency as well as later evening and weekend service. Span of service and frequency are areas consistently cited by present and potential transit customers as areas of need.

Also, as RT's Short Range Transit Plan notes, we are struggling with a decision which requires rehabilitating buses rather than buying new; postponing the date to buy new rail cars and postponing any near-term opportunity to expand rail service except for those projects well underway and already funded: the Blue Line to Consumes River College and the Green Line to the River District.

RT staff has become increasingly concerned as we observe the distribution of funds, including TDA, to jurisdictions which indicate no unmet transit needs. In some cases TDA funds are used for non-transit projects like streets and roads while there are still unmet transit needs in the region. Also, RT has to compete with jurisdictions for which there is an indication of no unmet transit needs, for other funding, e.g. JARC, New Freedom and formula funds (e.g. 5307).

We at RT would like SACOG to re-evaluate its process for allocating funds after the determination of Unmet Transit Needs process is complete. Specifically, we request a policy which requires that criteria be developed which allows for the equitable distribution of funds based on the level of unmet transit needs; and requires that those jurisdictions not having unmet transit needs, not be the recipient of funds focused toward transit.

We are available to discuss this issue further, at your convenience.

SACOG staff has researched the issues from the RT 'Statement' and based on the analysis of the information and responses received staff recommends that the Committee and Board take no further action on the statement and request made by SRTD.

CORRESPONDENCE

1. Colleen Whalen, Sacramento, CA

Hello:

Approximately 6 months ago I read in the media, public transit companies won the class action lawsuit filed in the Supreme Court of California, which sued the State Legislature for stealing gas tax funding which was voted to be used on public transit needs. The State Supreme Court ruled in favor of the transit companies about 6 months ago, but the darn RT system still shuts down at 9 PM. I am upset that none of the cuts in service have been restored.

I just received an activist alert that there will be public hearings regarding unmet transit needs. Is the issue of reinstating light rail service to run until midnight and bus service until 10 PM an agenda item for the February 15 public hearing at RT's office at 29th Street?

Sacramento is the state capitol of California – California is the 8th largest economy in the world – yet our transit system shuts down at 9 PM. There are so many things I need to do in the evening but cannot – because there are major boulevards which have no bus service after 6 PM. The Natomas bus which goes to the ARC annex campus near Inderkum High School stops running at 5:10 PM – this is the height of the rush hour – yet RT decided to shut down the Natomas bus at 5:10 PM! I need to take a college class at that campus but cannot, since the class I need to graduate does not end until 5:30 PM.

I want to take classes at the main ARC campus in Citrus Heights, but cannot since many of the classes I need to graduate end at 10:05 PM – and I would have to leave the campus by 8:15 PM in order to get to my home in downtown Sacramento, because the transit system shuts down at 9:00 PM. I live downtown, but can't even enroll in classes at Sacramento City College which are in the evening – since the classes I need to graduate are from 7 PM to 10:05 PM and the last light rail leaves the college at 9:59 PM. Next week I wanted to go to an event in Rancho Cordova – but since the event is from 7 PM to 9 PM, I cannot attend – because there is no bus service to get me home!

My social life and all shopping activities must end at 8:15 PM every night because there is no bus service after 9 PM. There are Third World nations with better bus service than Sacramento. I lived in Guatemala in the 1970's and there was better bus service in rural Guatemala when it was run by a military junta than in Sacramento!

If the class action lawsuit filed by public transit companies in the State Supreme Court was successful – I do not understand why the gas/diesel tax monies have not been returned to the transit companies to restore horrendous cuts in service. During Schwarzenegger's administration, the State Legislature illegally stole gas tax funding that votes mandated to be used for public transit – and the legislature used gas tax funding for the state general fund. If the State Supreme Court ruled in favor of transit organizations – it is incomprehensible to me that the draconian cuts in transit service have not been restored.

It seems Mayor Kevin Johnson's belief that Sacramento will become a world class city if he can keep the Kings basketball team from leaving town....but Sacramento will be a cow town as long as our entire public transit system shuts down completely at 9:00 PM!

Please let me know if the issue of reinstating bus and light rail service that was cut last June is going to be addressed at these public hearings. I doubt anyone on the Board of RT actually rides the bus to go to work, shop, do errands – I think they are out of touch with how extremely difficult it is to have any semblance of a social life, do errands, go shopping, try to take night school classes with a transit system that shuts down at 9:00 PM – which means you must quite whatever you are doing by 8:15 PM in order to get home before you are stranded on the other side of town!

2. Brittany P., Sacramento, CA

While I appreciate the public transportation system, it always seems to be late. On any day I take two different buses and a train [light rail]. The buses are late which means I miss my train. Something needs to be done! Every morning those who take the 88 towards downtown have to sprint to catch the 633 Folsom train. That wouldn't happen if the bus was on time.

3. Patty Soulsby, Sacramento, CA

Ms. Soulsby submitted two pieces of correspondence:

My complaint is that they [RT] should have 2 tracks to Hazel and run every 15 minutes. That parking lot is being underused and the parking lots are always full in Folsom. Besides helping alleviate the parking [problems] in Folsom, I believe more people would use Hazel for light rail if it's every 15 minutes. The tracks go all the way to Schbutzer Steel now, so why not a little further? They [RT] need to finish what they started before adding on to other lines.

My other complaint is when they remodeled the Watt/Manlove Light Rail Station when the new street overpass was built; they need to add another shelter to protect us from the rain and heat at the other end of the [waiting] area for the people who are going eastbound to Folsom. They [RT] have one [shelter] at the far end, which is great for westbound Sacramento people, but you can't stand under it for protection and try to catch the eastbound light rail trains. I ride light rail less because of no overhead protection for the eastbound people. Also, they [RT] added lovely tile designs in the cement, but who care about what it looks like because we walk on it. The tile is very slippery when it is wet. Thanks.

4. Loreen Willenberg, Sacramento, CA

I am a retired professional who relocated to the Sacramento area four years ago. I sold my vehicle to reduce my carbon footprint soon after my arrival, and obviously depend upon light rail and bus service to take care of my transportation needs. I travel frequently to the East coast on personal business, impressed by the Metro services there. Contrary to my local services, I don't have to concern myself with the early cut-off time for service, and I wonder why, in the capitol

city of the great State of California, I must curtail my evening outings due to lack of service after 9:00 PM? It's absurd.

5. Jessica Munoz, Rancho Cordova, CA

Stopping the [RT light rail] trains at 9 PM is horrible. I can't even use the system to go out to dinner or go to any meeting or activity in the evening and expect to be able to ride home. I don't care how many, run just one back and forth maybe, but do not continue to stop the system so early.

Just so you know, we are car free, so the transit system is very important to us, and I ride to work daily. I hope you extend the time the system runs back to midnight.

6. Romero Gonzalez, Sacramento, CA

The RT route #2 stops running too early and needs to run on weekends. People who live on this route and rely on it to get around find it difficult to look for work, as many current job openings require employees to work at night and/or on weekends.

7. Christina Raquel, Sacramento, CA

I cannot attend the upcoming Unmet Transit Needs hearing at RT because the route #2 stops running at 6:37 PM. This route needs evening and weekend service so riders who rely on this route can get to necessary services, like the grocery store, and to jobs/job opportunities.

8. Margie Donovan, Folsom, CA

Paratransit, Inc. has been having issues with arriving way outside the 30 minute arrival window (very late) which causes problems especially for people relying on the service for medical appointments.

9. Dolores Stonham, Sacramento, CA

I am a disabled light rail rider. There seems to be an overall lack of concern for disabled RT riders by light rail train drivers. Light rail conductors frequently don't request that people move out of seats designated (by signs that are too small) for disabled or elderly riders. This is a violation of the ADA and could lead to lawsuits.

10. Henry Willey, Sacramento, CA

I can no longer ride the [RT] public bus or light rail systems due to disability. Sacramento Paratransit did approve me as unconditionally qualified but since I live on the border of unincorporated Sacramento and Elk Grove, I am having problems. I must apply for both programs (Paratransit and e-van) and be separately approved by each. Couldn't there be one clearinghouse to process these applications? Overlapping services between towns is also severely limited. I live in a Sacramento zip code by my UC Davis clinic is in Elk Grove and I

need frequent riders to 8903 Great Rock Circle (which is about one big block north of the Elk Grove city limit). So, potentially I will have no way to get from home to my medical care.

11. Ian Lyman, Sacramento, CA

Sacramento RT needs to improve its electronic bulletin boards at light rail station. I thought the intent of the boards that were paid for by ARRA funds (I believe) was to provide real-time status of trains. Up until now, they only provide the current time and published route schedule, which is widely available in printed schedules and online. Only occasionally do messages display indicating trains will be late, but these messages are imprecise. All medium to big cities have transit message boards that provide real-time statuses. I do not understand what is lacking. San Francisco even has miniature displays that provide real-time status at many bus stops!

Bus service needs in the early and late hours of the day need to increase when possible. So many people reliant on bus service go to jobs with non-standard hours need such improved service.

12. Gabe Zephier, Sacramento, CA

My name is Gabe Zephier and I currently live in the South Natomas area of Sacramento. I'm sending this message to comment on how dissatisfied I am with Sacramento Regional Transit. I came from the Bay Area in 2003 where SF Muni was always reliable and affordable despite living in an urban setting. Here in Sacramento I don't like the fact that many bus routes, in particular the 11, 13 and others, only operate during certain hours of the day and only on weekdays. I have very few means of transportation since I live with my family and they have busy schedules that require them to drive to and from work or school and I don't know how to drive. Sacramento is very spread out and getting from one place to another takes a lot of time. The fare prices are also asinine, whereas on SF Muni gives out single fare transfers Sacramento RT has not done so in three years resulting in bus riders having to pay a full \$6.00 for a daily pass. I am autistic and on SSI disability that limits how much I can make at a part time job. A good portion of my income would go towards having to buy a monthly pass for \$50, which in my opinion is taking advantage of people who rely on public transportation who would have to pay a full \$100 for a regular monthly pass. While planning a trip on Sac RT may be a little reason I personally don't like it and would appreciate if those in charge would make an effort to make changes in the way Sacramento Regional Transit is operated and run.

13. Evelyn Parker, Sacramento, CA

I live in Sacramento and have these comments:

When a trip requires connecting several routes (e.g. 1 or 2 buses plus light rail) it can take a long time, and the unavailability of public bathrooms makes it very hard on seniors and on parents traveling with young children. PLEASE make bathrooms available where possible; certainly design them in to any new light rail stations or major bus connection stations. If finances means you have to charge a quarter or whatever, that's bearable; just make them available! Santa Cruz County does this at several of their bus stations.

Your light rail stations wonderfully provide easy-to-read schedules, but bus stops have little or nothing. Again, Santa Cruz puts some information right on the bus stop signs; something that tells you that the bus is due, e.g. 5 minutes after the hour and the half hour between 7 AM and 5 PM M-F, and they use some kind of material like a decal that can be scraped off or covered over if the schedules are changed, so that they don't have to replace the whole sign.

Your light rail is great. It's connecting to it that is the problem.

PS – It would also be great if Yolobus and Sac RT could become friendly enough with each other that they really had each other's information and freely offered it to callers. Took me years before I found out I could get from Sacramento to the airport on the bus (Yolobus)!

14. Perry Fletcher, Sacramento, CA

Typical morning today, wife drops me off at 65th Street, I ride my bicycle over to the 65th Street light rail station, the train pulls up about the same time and I proceed to board the car with my bicycle. I could not see the bikes already on-board so I squeezed in tight and everything went fine. Most riders will work with you in this situation.

I am wondering if there is a way to indicate using a signboard on each car showing how many bikes are located in the front/back. The next rider could then read these signs and look for the car with the least number of bikes on-board.

15. John Quinn, Folsom, CA

Please consider starting a train from Folsom at 4:30 AM so we can make the 5:30 AM Amtrak train going to San Francisco.

Please consider running one more train to Folsom in the evening at 7:00 PM. That way I, and many other workers, can leave work at 5:00 PM and still get home.

16. Ruth Mallery, Sacramento, CA

This [RT] is the most expensive bus ride I have ever had!

I cannot get to my nightshift job on public transit. I work from 11 PM to 9 AM on Florin and Florin-Perkins Roads. I live in midtown near the 29th Street light rail station.

I cannot get to my church in the evening because the bus stops running at 9 PM. This effectively gives me a curfew and curtails my freedom as an American citizen to move freely about my country.

I cannot reliably get on the bus, as scheduled because I ride a mobility device and if there are 2 chairs already on the bus I cannot board. I have sometimes waited 2+ hours for a bus. That is not reliable transportation.

17. John Bell, Sacramento, CA

My students and coworkers at American River College are poorly served by RT. Currently only two bus lines serve the campus, down considerably from the pre-light rail days. Light rail is inconvenient at best, ending more than a mile from campus in largely un-walkable, un-bikeable territory and requiring a wait of at least half an hour for a bus to College Oak and Orange Grove Avenues [where ARC is located].

18. Colleen, Sacramento, CA

I am very thankful for the RT bus and light rail since I do not have my driver license yet. However, I feel my needs are only partly met because of the schedules of the main bus routes I take. For example, I take bus 47 from my home to the Meadowview light rail station every day, but the bus runs only once every hour. I sometimes end up missing my bus because the light rail is late or I have a hard time getting a connection from another bus line. I think it would be beneficial for me and other people to get around if there were at least two buses running every hour. The cuts made to the operating times for the buses and light rail hurts those who need to be mobile but who are without a car. Also, a concern for me is my husband wants to get a job but he has to say he is available only during the daytime because most buses stop running after 7 or 8 PM. How can he get home without transportation? Taxis are too expensive. I would love to see more buses out going down Florin Road, as well as to Elk Grove. Also, their times need to be lengthened to keep the buses running until at least 10 PM, and light rail should go back to running until midnight.

19. Dan Allison, Sacramento, CA

I use route 1 from the Watt/I-80 Light Rail station to the east nearly every day.

- a. **Crowding:** This bus serves a very significant number of American River College students, and during the “rush” hours for ARC, the bus is often full. At least once a week, the bus is so full that people are turned away, both at Watt/I-80 stop and at ARC. This route needs to operate on a 15-minute interval, at least during ARC hours and days, as 20-minute is not sufficient to carry meet the demand.
- b. **Bicycle Capacity:** I have seen a large number of people get turned away from this bus for lack of bicycle capacity. About one-third of the buses have only two-slot bicycle racks. All the buses on this route should have 3-slot racks. A greater frequency will partially solve this issue.
- c. **Purpose:** Most of the small number of passengers coming from the north to the Watt/I-80 stop get off there, and most of the large number of passengers heading east get on there. It does not make sense to me to run this route to McClelland, which could effectively be served by another route. The same is true heading west. This route should originate and terminate at Watt/I-80 so that the capacity can be used most effectively.
- d. **Transition to BRT and LRT:** Route 1 from Watt/I-80 to ARC, along Auburn and Greenback to Sunrise Mall, is the next logical location for dedicated transit. The route should first be converted to a bus rapid transit (BRT) route with dedicated

lanes and signal priority. It should be extended from Sunrise Mall to the Folsom light rail station, so that it makes a loop. The areas of Folsom and Orangevale are underserved by RT, and many people who live in Folsom work along the Greenback corridor and in Roseville, but there is no service in this area. A route 1 BRT would meet this need, and the corridor could eventually be converted to a light rail segment. It may be that the revised route should use the platform level at the Watt/I-80 station, rather than the Watt level.

Bicycle Capacity on RT Light Rail

There is insufficient capacity on light rail for bicyclists. There are two reasons:

- a. The restriction on the number of bicycles per car does not reflect the current demand for bicycle space. This is a relic of a time when few bicyclists used light rail, and should be modified.
- b. Passengers without bicycles occupy the end spots of the cars, seemingly in preference, precluding use by bicyclists.
- c. The end of the cars should be modified so that they are for handicap use and bicycle use only. One side could be changed to bicycles only, while the other side would still be for priority use by handicapped people, but available for bicycles when not occupied by handicapped persons. The bicycle side should have the window removed and a set of easy-to-use bicycle racks installed. With proper placement, these racks would hold at least three bikes in the space that now holds only one. The seats would be removed from this area, to prevent use by passengers without bikes. As use increases, an additional seat space adjacent can receive the same treatment.

Caltrain is a good example of a system which has dedicated space to bikes, with a concomitant increase in fare income and in service to passengers.

Bicycles at Transit Stops

All transit stops which are significant enough to have a bus shelter should also have bike racks. These will meet the needs of people who need to bicycle to and from a transit stop, but do not need their bike at the other end of their trip, and will provide safe storage for emergency situations when the bus has no open rack space. All light rail stations and “transit centers” where multiple bus routes come together should also have bicycle lockers for long-term storage. Each locker installation should have clearly posted information about how to obtain and use lockers, as the current installations do not.

Drivers and Bicyclists

I'd like to compliment the bus drivers on their professional behavior around bicyclists on the roadway. With few exceptions, they respond well to challenging situations and place safety first. Due to the challenge of negotiating with motor vehicle traffic on the roadway, as well as lack of skill and lack of knowledge of vehicle law, in some cases, bicyclists are often in difficult situations. It really helps when bus drivers take the extra time to co-exist with bicyclists.

RT Operating Hours

The RT system starts to shut down at 8:00 in the evening, and is completely shut down by 10:00PM. I know of no other city system in the United States that ceases at such an early time. I realize that the system is partly designed to serve commuters, but it also serves a large number of other people who travel for a variety of reasons at a variety of times. For people who do not live in the mid-town/downtown area, the effect of this early shut-down is to isolate them from jobs, friends, and cultural and social activities which primarily occur in mid-town. The schedule should run to midnight on all routes, except express routes, and to 2:00AM on selected routes such as Route 30 serving east Sacramento, and other routes which serve the north and south Sacramento areas.

RT Watt/I-80 Light Rail Station

This station is regularly a pig-sty. It smells of urine at all times, and is often full of trash. Some of the abuse is by homeless people who frequent the station at night, but some of it from regular transit riders as well. Littering and public urination breed more littering and public urination. The only way to stop this behavior is to install security cameras, and to patrol the station on a regular basis, 24 hours a day. The problem is fueled by a mis-designed station. The steep, tight, dark stairwells provide a place for illegal behavior, and make law-abiding riders feel uncomfortable. The platform waiting areas on Watt Ave are insufficient for the number of bus riders, and there is not enough seating for elderly/disabled passengers, let alone regular passengers. The entire station needs a re-design so that it feels open, safe, and modern.

In the meanwhile, the station should receive daily maintenance by RT in order to reduce the problem behaviors.

New Light Rail Station in the Highway 160 / North B St / Ahern St Area

The population of homeless, transient and mentally disabled people who are served by Loaves and Fishes and other social service organizations and agencies in the area of Highway 160 / North B Street / Ahern Street are not served by light rail. Though I realize that many riders of light rail would prefer that these people not be on light rail at all, nevertheless these people do use light rail but have to walk long distances to the Alkalai Flats/La Valentina station. An additional station in the Loaves and Fishes area would provide a much-needed service to this population, which is underserved in so many ways.

RT Operating Funds

RT compares poorly to all the city transit systems which I have experience with. Though some of this may be due to mismanagement, and some may be due to the spread out suburbs which cannot be effectively served by public transit, I believe the largest problem is that operations are underfunded for such an urban and suburban area. Rather than just accepting this and trying to operate with insufficient funds, RT must actively seek an increase level of funding for operations. Transit is the poor brother to motor vehicle operation in this area, and so long as it is underfunded, people will continue to make the choice to drive, which creates a large number of negative impacts for the environment and societal health of the region.

Dropped Service

The dropped bus routes in the suburban areas are an embarrassment. Though I realize that it is hard to run service in sprawling suburbs, the lack of service and of connections in the suburbs is

simply unacceptable. The routes that were dropped may not have been the most efficient routes, and they should be studied for service and efficiency rather than simply reinstated. I would suggest that no location in the RT service area be more than one-half mile from a bus route, nor more than one mile from service that runs to employment centers such as downtown, Roseville, and Folsom.

Locations where multiple routes intersect should be more clearly identified as such in the schedules and on the ground, and every such location should have a bus shelter.

Proof of Payment System

RT should implement a proof-of-payment system similar to the Clipper card used by multiple transit agencies in the bay area. An electronic payment system would make checking of payment by transit police on light rail much more efficient, and would greatly increase the level of compliance since passengers would have to tag on and tag off. It would meet the needs of passengers who want to buy multiple tickets or credit but cannot afford the one-time expense of a monthly pass. The card could also be used to allow all-door entry on select heavily used bus routes, where service is significantly slowed by having every passenger enter the front and wait for passengers in front of them who are paying cash.

Security Personnel

The contracted security personnel seem to serve only as a set of eyes. They rarely interact with passengers, and spend long periods of time seeming to do nothing at all. Their role should be more clearly defined so that passengers know why they are there, and what their responsibilities are, as well as the roles and responsibilities of the transit police. The security personnel should pick up trash at stations and on the trains, when it is safe and sanitary for them to do so.

Land Use Planning

At the Unmet Needs Hearing, a large number of people commented on locations that they needed to access that were not well served by RT, due to frequency, connections, or walking distance from the nearest route. Many of these gaps are due to the placement of public facilities in locations that are not served by transit. Though RT has no authority to force other government agencies to fulfill their land use planning responsibilities, RT should assign staff to comment on and attend hearings on every land use decision that would affect or be affected by transit service.

RT should publicly insist that all new development either occur on existing routes, or that the development contribute to an endowment which funds the difference between the cost of operation and fare income for all new routes or increased frequency on routes that is required by the development.

Other Systems

Though I use the other regional transit systems much less often than RT, when I do use them, I notice they are clean, run on schedule, have reasonable fares, and provide routes that serve passengers effectively. In particular, Yolo and Placer County Transit are outstanding. RT should operate more in line with these other systems.

20. Valerie Barnes, Antelope, CA

I use and rely on public transit [RT] 90 percent of the time to get where I'm going throughout the City of Sacramento and surrounding areas. Sac RT has been a great way for me to travel for many years because I am able to relax and not worry about the frustrations of driving in traffic. I also like the fact that by using public transportation, I can cut the cost of gas as well as reduce the number of cars on our roads. However, my use of the Sacramento Regional Transit system does limit my night time travel needs. My most frequently used bus routes are the 1, 84, 80, 82 and 19 but they all have early end times when they stop running. It would be great if some of those lines could have an extension on the time that is not available before they end their service day, for instance a running time until 9:30 PM would help make scheduling travel time a little easier. I would also like to add that I like the improvements that have been made for the light rail connecting to bus lines in downtown Sacramento. I like that I am able to look up and view the electronic overhead boards and know when a train will be arriving and departing. I would like to also say that the improvement was a great idea, and has made it easier for me to travel by light rail.

21. Ashlee VanCamp, Antelope, CA

I believe there should be more bus lines that run to the Antelope area. Also, there need to be more buses that serve American River College and the ones that do now need to run more often.

22. Ronald Calkins, Citrus Heights, CA

What are you thinking?

Are there areas where you would like to see more bus stops? Are there places that you would like to go but cannot get to with the current transit system? What are your thoughts about the costs of these services? Voice your opinions, suggestions and concerns at one of the Unmet Transit Needs meeting schedules in your area.

I live near the intersection of Wachtel and Old Auburn Roads in Citrus Heights. There is no public transportation available!

- More bus stop? One would be 100% more than is available now!
- Are there places I would like to go where I cannot get now? That would be anywhere!
- I would like to get to a SACOG Unmet Transit Needs meeting (hearing)...how do you suggest I get there?

23. Janet Barnett, Sacramento, CA

Thank you for the opportunity to express unmet needs.

I currently take Sac RT transit to and from work.

I take the bus and either transfer to another bus; or transfer to the Light Rail train to/from work.

I manage to make the connections but I take the #34 bus. Prior to the massive changes in June 2010, #34 came every 30 minutes. Since then, it comes every hour. This makes it more difficult to determine a time to actually get to work and then coordinate the return trip home. I now get home at 6:00 p.m. if I am lucky. Otherwise, it's 6:30 p.m. and this is too late to get home to meet family and other obligations.

When I take this bus, it's the last bus from Light rail for the day/night.

Also, the #34 doesn't run to light rail on weekends. I could use it more if it did.

If I don't take the #34, I must walk 6-7 blocks to J Street to get the #30, 31, which does come more frequently.

Also, I can't get down Folsom Blvd. now to get to the bank and CVS Pharmacy because the #36 no longer runs on Folsom Blvd.

I would appreciate consideration to restore 30 min. bus service to the #34 line; perhaps a good compromise would be if the timeframe could run within the peak hours; say 30 minutes between 7:00 a.m. and 9:00 a.m.; and 4:00 - 6:00 p.m. Monday through Friday, to accommodate those commuting to work.

Also, could the time extend past 6:30 p.m. at night? Adding even more bus runs going both directions would be helpful.

Perhaps Folsom Blvd., former route 36, could be restored but to 1 hour timeframe? Or, a limited run?

24. Arthur Thomas, Sacramento, CA

Hello, I think Regional Transit should consider restoring some Sunday service on bus route 62.

In the past I have ridden bus 62 to and from work on both Saturdays and Sundays, and seen moderate ridership on some trips during Sundays back then. RT should have reduced service from every 30 minutes to every 60 minutes, rather than completely eliminating Sunday service back in January 2008. I agree trips or routes that have very low or no ridership should be eliminated, but route 62 had moderate ridership on some trips and very low ridership on other trips during Sundays previously.

25. Anonymous, Folsom, CA

As I stand here at the Iron Point [RT] light rail station with trash cans overflowing and trash strewn about the sidewalk and tracks, I would say the biggest need for me right now is a clean light rail station and clean transit property in general. At one of the RT online chat sessions I asked who is responsible for picking up the collection of trash along the tracks, and the general manager said RT was but that they are understaffed and haven't had time to do this.

That was a year ago and there are sections of track on the gold line that have trash all along the sides of the tracks. I think it is past time to take care of this issue.

Also, there is always the concern of allowing non-paying riders to ride the train for free. It is very much an issue, especially during the midday.

26. Hideo Oie, Folsom, CA

I want a smooth transition between [RT] light rail and the Amtrak Capital Corridor trains at the Sacramento Amtrak Station. As you know, these two trains are operated by two separate government entities and there seems to be no effort to coordinate a smooth transition. This is especially an issue for people like me who live in Folsom. Light rail to Folsom only operates every 30 minutes, and if you miss one you have to wait 30 minutes which is a bit too long.

If the light rail could wait just a few more minutes (say 5 maximum) it would make the transition between the two systems much smoother most of the time. Can RT just hold the Folsom bound light rail for 5 short minutes if the Capital Corridor train arrives when the Folsom bound train is at the station?

I sometimes run for the light rail and miss getting on the light rail by a few seconds. Sometime, I push the button on the light rail door, but the light rail just takes off and I have to wait another 30 minutes for the next one.

27. Dia Toney, Sacramento, CA

My name is Dia Toney, and I am a resident of the Greenhaven/Pocket area. I currently don't have a car. I depend on public transportation for EVERYTHING, getting to work, running errands, shopping, etc. There are currently 3 bus routes that "service" my area; RT route #2, #62 and #81.

Here are the problems that I have with these routes, especially 2 & 81 which I use the most often:

The #2 only runs once an hour, and the last bus leaves downtown at 6:00 PM. I work in Rancho Cordova off of International and Zinfandel (another area that is poorly serviced by RT) and I currently work an 11:30 AM-6:00 PM shift. The last 81 leaves 65th St Light Rail @ 8:50 PM and the bus/train combo that I have to take to get there puts me there about 8 minutes after the last bus leaves, so I have no way to get home, other than to depend on the kindness of co-workers every night M-F to bring me home. If those people are out sick, on vacation, or whatever, I'm out of luck.

The 2 doesn't run on the weekends at all, even though there are plenty of young people, seniors, and other folks like me who are currently in between cars and the 62 doesn't run on Sundays. Anyone who has to go somewhere after 6:30 PM during the week or on the weekends has to WALK at least 15-25 minutes out of their area to catch the 81 (which runs 7 days a week) or the 62 on Saturdays. Walking from where I live on Greenhaven and Riverside is a 15 minute walk, a

lot of it done at night with poorly lit streets or carrying numerous bags. This is an entire section of town that has sub-par service, even though we are paying \$100/month for a monthly pass or \$2.50 PER TRIP (no transfers). Where is this money going? I understand that the budget cuts have hit RT especially hard, but I go to the Bay Area on a monthly basis and their system seems barely affected.

Route # 2 needs to be extended until at least 8pm during the week, and there needs to be some sort of service on the weekends. All these routes should be running on 30 minute intervals. Since the service was cut back, I have noticed more and more packed busses, where before, especially during rush hour the crowds were more spread out among the busses. I understand that there has to be a certain amount of riders per trip to make a route profitable, but my position on this is: you don't have the riders, because you don't have the routes, and the routes you do have schedules that resemble that of a little country town out of the 50's. More people would ride the busses if they knew they could get where they needed to go AND GET HOME!!

It's ridiculous to have to walk 10-15 minutes to the nearest bus stop on the weekends or after 6 PM. I can see the #2 stop from my bedroom window. The walk from Greenhaven drive down to Florin and Riverside or 43rd Ave and S. Land Park drive is equally as long, and I have had to do both these walks AT NIGHT. At least there could be a shuttle that runs between these two points in the evenings after 6 PM. after the route 2 stops running for people that still need to get home. I wouldn't complain about the cost of fares if RT was giving service that justified the cost. PLEASE PLEASE PLEASE!! Consider extending the service on the #2 to weekends and evenings.

28. Lisa John, Sacramento, CA

My thoughts on local transit service are that it is the foundation of any community. Local transit needs to run 24/7, at least every 30 minutes so that a person who relies on the service is available to work any hour of the day. Most people are willing to work if they could just get there and back, and that is what local transit is supposed to help a person do. It is not like we are asking for food stamps or any type of financial assistance, just a way to and from work so we can earn our own way in order that someday we will be able to stand on our own. Without it, then people should just be redirected to Social Services for food stamps and other financial assistance so we can sit on our couches eating bon bons. The problem of lack of transportation becomes a vicious cycle.

My question is, how does the government expect people to get to and from work if the local transit stops running at 9:00 PM and does not start up again until after 5:15 AM, and that is during the week and it is even worse on weekends and holidays? Once you are fortunate enough to get a job, not everyone has someone who can take them to the train station when the buses stop running. Then you have to hang around for a couple of hours before and after your job, just to try and catch the train and/or buses. How can people even get a job if they cannot even get to or from work, then what's the point of even trying to get a job. If a person does try to get an overnight job for example cleaning kitchens, which are usually minimum wage jobs for only 4 to 5 hours, but it is better than not working at all, however, they cannot even get to work. Then the

government wonders why there is rampant crime when you tried to do the right thing, but now you're just stuck. As you see this becomes a vicious circle.

The gas prices are getting so bad that the bus is packed like sardines and frequently the bus misses the connection with the light rail train, causing a person to be late for work and then people get fired or lose wages and the vicious cycle starts all over again. Maybe there could be an express bus to the train in the morning during the week?

Yet Sacramento County is willing to pay anything for a Kings' Arena. Those people working at the arena at night are getting paid minimum wage and could not even get to the arena if the trains continue to stop running at 9 PM. Is any of that Arena money going to pay for local transit? Probably not.

Sacramento area transit is horrible.

29. Ed Giacomelli, Sacramento, CA

Being a longtime state worker and public transit rider, I believe your organization should lobby state government to place all state employees who work in non-public contact offices in downtown Sacramento.

A good transportation system is already in place with light rail.

Case in point, my agency was recently involved in a move from 12th and K Street to Mather Airpark in Rancho Cordova. As a result, approximately 150 people who had the option of taking light rail to work are now in automobiles making commutes from Roseville, Carmichael, West Sacramento, Elk Grove, Vacaville, Dixon and Natomas. More carbon emissions and more dollars (high dollars at that) to purchase gas as we all know, with rising prices and no end in sight.

The only reason this was done was for a cheaper lease. Although that is understandable, I don't think it was a good move because those that were moved did not have the public coming into their offices.

If politicians were serious about reviving the downtown Sacramento economy, efforts could be made to fill vacant downtown offices with state employees who are scattered throughout the region that don't have the public coming through their doors.

Allow us to take advantage of our public transit system and give us the worker, the option of whether or not we want to use light rail and/or bus to downtown.

As a result of the move I spoke of, I know several businesses along K Street and surrounding J Street have taken hits because we are not there to eat at K street restaurants, or shop in the surrounding mini-marts and most important of all, the almost vacant downtown mall.

I feel very strongly about this issue and I think it could result in increased economic activity for downtown Sacramento if this premise was followed.

I believe light rail would be utilized more if state workers in outlying areas were given this option. Most of those people involved in our move did in fact use light rail and now they are behind the wheel of an automobile and in some cases having to drive 90 miles a day.

Just my thoughts on something that could be done to increase light rail use and have a positive economic impact for downtown Sacramento.

The same could be said for county and federal workers too if their non-public contact offices were relocated to downtown.

**TRANSIT NEEDS PUBLIC HEARING/LIFELINE TRANSIT WORKSHOP IN
YOLO COUNTY, INCLUDING THE CITIES OF DAVIS,
WEST SACRAMENTO, WINTERS AND WOODLAND
MINUTES**

**February 29, 2012 – 6:00 P.M.
DAVIS COUNCIL CHAMBERS**

Conducted by Don Saylor of the SACOG Board; Ed Coviello, SACOG staff; Terry Bassett representing the Yolo County Transportation District; Anthony Palmere of Unitrans, Linda Alemania and James Haven of Davis Community Transit; and Mr. David Soto of the Area 4 Agency on Aging representing the Yolo County Social Service Transportation Advisory Council.

Twelve people testified at the hearing. Eight items of correspondence were received. Mr. Coviello described the unmet transit needs process.

Mr. Saylor opened the hearing at 6:15 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.

The Yolo County transit operators' representatives gave brief descriptions of the services that they offer.

Mr. Saylor opened the public hearing.

SUMMARY OF PUBLIC TESTIMONY

1. Mike Barnbaum, Sacramento, CA

Mr. Barnbaum stated that Yolobus (YCTD) route 42 A/B ridership is growing to the point that the level of service needs to be improved. The 42 A/B needs to go to 30 minutes service frequency (headway) starting with the peak service hours (5-9 AM & 3-7 PM) then moving to all day/week 30 minute service.

Mr. Barnbaum also mentioned the Sacramento Region Transit – Transit Renewal project, and the plans to extend the RT route 30 to provide service until 10 PM. He feels that the Yolobus route 42 A/B needs to run at least until 10 PM to allow any riders of the RT route 30 time to transfer to the 42 A/B.

2. Nan Rowan, Davis, CA

Ms. Rowan would like to use her car less. To help her and others who would like to drive less she wants to see Unitrans continue the regular bus schedules during UCD finals, breaks and summer. She would also like to see more direct service to the Davis Amtrak station, in particular service earlier in the morning, later in the evening and on weekends. She would also like to see free bus passes make available.

3. William Lowell, West Sacramento, CA

Mr. Lowell made the following comments (her also submitted his comments in writing prior to the hearing):

- a. During peak hours the Yolobus 42 A/B are both very crowded and frequently standing room only, but the Yolobus route 45 (Sacramento-Woodland) are many times nearly empty. Reallocate 2 or 3 of the route 45 buses/runs to the routes 42 A & 42 B, which would more effectively serve riders going to West Sacramento, Davis, and would still serve those needing to travel to Woodland.
- b. A bus shelter is needed opposite the Davis City Hall complex.
- c. Currently the Yolobus route 241 does not have midday service. Many people in the area work jobs that are not 8 AM – 5 PM jobs and could use the transportation (especially post office workers).
- d. Too often, when the Yolobus route 39 turns left off 15th Street in West Sacramento onto Jefferson Blvd. (8:07 AM) northbound traffic heading east toward the Pioneer Bridge is already backed up. Perhaps at this time of day some smaller vehicles could use an alternate route down Dreyer Street/South River Road/Pioneer Bridge to avoid this back up and the resulting delay it causes.
- e. With more and more disabled folks using mobility aides using transit, too many of Yolobus' new low floor buses have less capacity to serve those of us with scooters, wheelchairs, walkers and shopping carts. With reduced service hours/less frequent service there are more shoppers trying to use transit during the few hours they have to get their shopping done. Future public transit vehicles purchased should be designed with more seating, flexibility and greater capacity to serve those needing the service the most (this includes RT's light rail trains [this comment will be shared with Sacramento RT]).

4. Andrew Soto, Davis, CA (Sacramento/Yolo Mutual Housing)

Mr. Soto would like to see a bus stop at or near (within reasonable walking distance ¼ to ½ mile) from 3333 F Street (affordable housing community/Twin Pines). Currently the closest stop to Twin Pines is at F Street and Covell Blvd. one mile away. Mr. Soto has a client whose husband has medical issues and cannot walk one mile (20+ minutes) to the Covell Blvd. bus stop. His client, and other Twin Pines residents, would like to be able to visit the library at 333 F Street for many reasons including internet/job search services, but needs a bus stop nearby. Twin Pines was built in 1989, has approximately 36 units and houses about low-income residents.

5. Dominique Blanchard, Davis, CA

Ms. Blanchard has lived in Davis for almost 10 years and at Twin Pines for 9 of those years. The Twin Pines complex is adjacent to a train track, a park, and a quiet residential area. The closest bus stop is 1 mile away and the bus that stops there does not go all the way to downtown Davis, but to UCD. A lot of residents at Twin Pines would be happy to take (have) a bus that better serves our needs. A stop at F Street and Anderson Road would be good. Unitrans is great if you are a student living in student residential hubs, but if you are not a student or cannot afford to live in more centrally located market rate housing you don't have reasonable access to transit services. Ms. Blanchard said she had to get to South Davis and it took her almost two hours and three buses to travel only a few miles, which is not a reasonable or viable option for regular travel.

Anthony Palmere (Unitrans) replied by asking why an affordable housing complex would be located in such an inaccessible area, and Don Saylor (Yolo County) replied that is was the site chosen by the City of Davis for development of affordable housing. Mr. Palmere also said that residents would transfer without an additional fare on Pulse service.

6. Jorge Anaya, Davis, CA

Mr. Anaya is a resident of the Twin Pines affordable housing community. A bus stop is necessary near the twin pines apartments to be able to reach the hospital, downtown Davis and grocery stores. The nearest bus stop is on F Street and Covell Blvd., which is about a mile away from the apartments that is not a reasonable distance to walk. Mr. Anaya's granddaughter, who lives with him, has had to walk to Sutter Hospital because of the lack of bus service. He would like to take the Yolobus routes 42 A/B to/from the Woodland shopping center (Mall) but connections with other Yolobus lines and Unitrans do not work well. The 42 A/B needs to arrive at the Mall 10 minutes earlier in order for riders to make the transfer to other Woodland local buses.

Terry Bassett (Yolobus) replied that it is Yolobus policy that drivers hold a bus up to 5 minutes to allow incoming bus route passengers to transfer.

7. Carolyn Negrete, Sacramento, CA

Ms. Negrete is a member of the Older Women's League (Sacramento Region). She is working with OWL to develop a program to make transportation both more convenient and affordable to older women (all people). She feels that we are now all becoming more and more isolated by the lack of transportation available to those who cannot drive a personal vehicle. Ms. Negrete stated that transit is failing getting seniors, and really anyone who cannot drive a private vehicle, to places they want and need to go such as to local senior centers and living facilities (Sycamore?) (including the Hart Senior Center in Sacramento [this comment will be shared with Sacramento RT]). She felt that even the hearing location/time was difficult to access via transit. Ms. Negrete felt that it was disrespectful that the microphones at the hearing location were not turned on. She wants the transit operators, SACOG staff, and policy makers to take the responsibility of

providing/funding public transit seriously. She also stated that public transit operators need to do more marketing and interact with the public and ask them what they want and need.

Barbara VaughanBechtold (SACOG) contacted Ms. Negrete after the hearing to address her concerns, and perceived disrespect to people who are hard of hearing, regarding the microphones/audio amplification at the hearing location not being functional for the hearing. SACOG staff apologized to Ms. Negrete and assured her that in the future all microphones/amplification equipment, if available, would be functional for future hearings at the Davis Council Chambers and other Unmet Transit Needs hearing locations.

8. Mary Olbrich, West Sacramento, CA

Ms. Olbrich would like to see the Yolobus route 41 weekend services reestablished. During the week the 41 is also frequently late and misses the connection with the route 35, so she asks that the schedule be modified to prevent this frequent transfer issue. Ms. Olbrich has issues with her balance, as do many seniors, and feels the bus drivers do not take into consideration older riders and just 'take off' too fast and causes her and others with balance/gait issues to fall down. She also requested that drivers let people getting on the bus know when others are getting off so they can wait to step forward.

9. Edith Bikoba, Davis, CA

Ms. Bikoba lives in the Twin Pines Community and is a first year student at the Sacramento City College Davis Center on Jade Street on the UCD Campus. She would like to have reasonable access to a bus line that would take her to her school, as well as easier access to bus service to Woodland and Sacramento.

10. Golden Chabe, Davis, CA

Mr. Golden has lived in Davis since 1994, and is a resident of Twin Pines. He feels the bus service access at Twin Pines is terrible. It is a challenge every morning and he has to have his wife drop him off and has to call her to pick him up when he gets back to the nearest bus stop at F Street and Covell Blvd. He also said that there is a Yolobus that lies over nearby, the route 230, that Mr. Golden uses to get to Sacramento State University early in the morning. His wife uses Unitrans as she stays in Davis.

Terry Bassett (Yolobus) replied that he would look at the route 230 to see the schedule could be adjusted to pick up riders at the layover point.

11. Joyce Miller, West Sacramento, CA

Ms. Miller is a senior living in West Sacramento. She stated she did not get to hear the information on the Yolobus special service that she may qualify to use. Ms. Miller feels the bus stops in West Sacramento are too far apart. The nearest bus stop to her home is 4 ½ blocks away, which are too far for her to walk. She feels there are not enough destinations served by transit in West Sacramento, with bus stops too far apart, and that returning to West Sacramento

from Sacramento is frequently difficult. Ms. Miller also mentioned that West Sacramento ended their 'Senior Shuttle' and asked if YoloBus could provide some extra service. She said she found out about the hearing at a local bulletin board, but would like to see more advertising of the Unmet Transit Needs process. Ms. Miller also inquired as to why a hearing was not held in West Sacramento. (Ms. Miller also provided written comments that will be placed in the correspondence section.)

Terry Bassett (YoloBus) replied that riders who qualify, like Ms. Miller, who are not physically able walk to the nearest fixed route bus stop and are within ¾ of mile of the fixed route service can use the YoloBus Special paratransit (curb-to-curb) bus service to get to downtown Sacramento (anyone age 62 and over regardless of disability can use this service). YoloBus Special service can also be used to travel deeper into Sacramento for medical services. People who handle YoloBus Special reservations don't always know if a potential rider is within the service area.

12. Marie-Jeanne Rugango, Davis, CA

Ms. Rugango finds that she and her children are not able to get where they need and want to go. She would like bus service closer to Twin Pines that would allow residents to get to Sacramento State University, Sacramento City College – Davis Center, Sacramento, Woodland and just around Davis in general.

CORRESPONDENCE

1. Joyce Miller, West Sacramento, CA

Ms. Miller wrote the following:

To SACOG,

I live in West Sacramento and usually take the YoloBus Special, mostly to Sacramento for medical and dental appointments. To get there by regular bus, it takes 5 blocks [walking], which are difficult to walk due to pain from arthritis in my left knee. The nearest YoloBus stop for the 42 A/B is too far away for me on West Capitol Avenue. The bus system needs to be improved before a street car system is considered. It takes most people in West Sacramento two buses (one transfer) to get to/from the grocery store, which isn't very reasonable if you're buying anything frozen or perishable.

I had expected a meeting on unmet needs in West Sacramento, but they were only in Davis, while we [West Sacramento] have the greatest need, I think. I am a senior and know that Davis and Woodland have excellent transportation in town for seniors. We [West Sacramento] have people working on this, but so far there have been no solutions. We [West Sacramento] have also lost our senior shuttle due to City budget cuts. Right now, I wish for closer bus stops. The [YoloBus] special bus works in Yolo County for other destinations, but not to Sacramento.

Sincerely, Joyce Miller

2. Billi Hanlon, West Sacramento, CA

To Whom It May Concern

RE: Unmet Transportation Needs

The elderly in my community are to disabled to walk the few blocks to catch the bus. They are also too poor to pay for the [Yolobus] Special transportation.

I wish that [bus] routes and low cost housing/housing with many seniors was better coordinated.

Thank you.

Billi Hanlon

3. Leoma Lee, Sacramento, CA

Dear SACOG:

[I am commenting as] a disabled wheelchair [using] senior. There is a need for more transportation routes for us to get to stores, doctors, and pharmacies. Since there are only 2 wheelchair spots on the buses I have had to stay in the hot sun or rain waiting up to one hour or more waiting for a bus I can board to get to [the] doctor when I need to go.

Thank you for your consideration.

Leoma Lee

4. May Wang, West Sacramento, CA

Comment on Yolobus? Prohibiting a free transfer from 42 A/B to the next 42 A/B continuing the same route, at L & 13th streets in Sacramento:

The general transfer restriction should not be applied to such a transfer continuing along intercity loop routes at the route end/start stop. Lifting the transfer restriction would better facilitate passengers to travel, in a much shorter distance and time, between stops along the loop but severed by the L & 13th stop. For example, passengers from West Sacramento should be allowed a free transfer from 42 B to the next 42 B going to the Sacramento International Airport. The alternative route 42 A would take much longer time and be less convenient.

Terry Bassett (Yolobus) replied that such a transfer (from 42 A/B to 42 A/B) should be free. Mr. Bassett requested a copy of the email comment, which was sent on February 29, 2012.

5. Kenneth Kelli, Davis, CA

Dear SACOG:

Please consider the following public comment:

I am a bicyclist who bikes to work in Sacramento more than I drive. I have observed a substantial increase in traffic on Mac Blvd. between Montgomery and the I-80 freeway in the last year. I believe this is due to the large increase in the construction of housing developments near Mace Blvd. and additional construction on Drummond near Cowell. This increase traffic directly and adversely impacts my commute as a bicyclist and, I'm sorry to say, that it appears that impacts to bicycle commuters were neither considered nor mitigated prior to approving these projects in violation of CEQA. I would like to propose the following mitigation measures that would reduce traffic impacts to bicycle commuters below significance:

1. To avoid the congestion and confusion at the Mace Blvd. access to the old Route 40 bike path adjacent to the north side of I-80 along the southbound off ramp, please consider constructing an access to the Route 40 bike path (located between the UPRR tracks and I-80) from the Pelz overcrossing and/or the Pole Line overcrossing. This would reduce the number of bicyclists competing with automobiles on the Mace Blvd. overcrossing.
2. To eliminate the need for bicyclists from South Davis to utilize the Mace Blvd. overcrossing at all when commuting to Sacramento, please consider a separated paved bike bath along Chiles Road (South County Road 32A) to the Yolo Causeway bike path entrance.

Thank you,

Ken Celli

This comment will be forwarded to the SACOG Bicycle and Pedestrian Committee.

1. Sandy M. Batchelor, Davis, CA

Ms. Batchelor is the WorkLife Coordinator for UCD. She submitted the following comment via email:

Since the City of Davis pays Unitrans for service, I would like to see a commitment by Unitrans to better serve the high school. The school district does not provide transportation and therefore the High School is underserved by transportation. Of course many students bike, but I feel bus service would be a viable alternative. Currently, a student may use the P and Q lines somewhat easily however they function on a UCD schedule and cannot provide regular service, which makes it more difficult to count on (how is a high school kid supposed to know it's finals week at UCD?). Just a thought.

Thanks,
Sandy M. Batchelor

2. Lupe Salano, West Sacramento, CA

The Yolobus route 240 (West Sacramento/Sacramento Shuttle) does not run enough. A particular problem exists on Friday afternoon, where the driver of the 240 drives too slowly (does not keep to the schedule), which causes missed connections/transfers with other Yolobus routes. Please get a driver for the Friday afternoon 240 runs that can keep to the schedule better.

3. William Lowell, West Sacramento, CA

Mr. Lowell reiterated (read) his comments at the Yolo County hearing. Please see the summary of public testimony section above for his written (as well as oral) comments.

4. Leslie LeBlanc, Woodland, CA

I live in the Wild Wings subdivision off Highway 16 between Road CR98 and 505. Every morning I drive 15-20 minutes all the way down 16 and Main Street to the nearest Park and Ride lot - about 10-12 miles away.

Why don't you offer a bus stop or connection service on the Cache Creek Bus (Yolobus route 215) on Highway 16 or my subdivision?

5. Erin Steffen, Woodland, CA

Why is there no bus service at Wild Wings? What are people supposed to do (for public transportation) if they live in between Madison and Woodland?

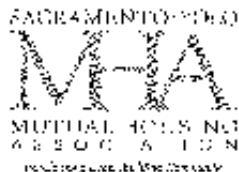
6. Michael Kuehn, Esparto, CA

I also am a regular rider of the Esparto to Davis route using bus 215 and 42A/B. Morning connections at the mall to 42B these buses have been fine. However, after work I get on 42A at the Chiles road stop at 4:30pm to catch the 215 at the Woodland Mall. With no subsequent 215 bus to Esparto this connection is critical to me also. The \$40 taxi fare to Esparto quickly negates the advantage of public transportation.

7. Joy Lutz, Esparto, CA

Why do you [Yolobus] have a gap in the 215 schedule after 5 PM? I will be switching my work time in 2012 when I get off work at the Woodland Clinic at 6 PM and will need to get to Esparto from Co. Rd. 98/Raley's. Will you be changing the 215 schedule at any time so it is available for 6 or 7 PM pick-up to Esparto?

8. Sacramento/Yolo Mutual Housing, Sacramento, CA



Transforming Lives...
Building Communities

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916.433-6400
916.453-0401 Fax
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www.nwk.org

Sacramento | Yolo Mutual Housing Association is seeking a commitment for the start of bus service along Farmers Central Road at the earliest date possible, and no later than the end of the year in 2014.

By the end of 2014, we will have -- with support from the City of Woodland -- completed construction of Mutual Housing at Spring Lake, a brand new multifamily development with 101 apartment homes at the corner of Farmers Central Road and Pioneer Avenue, with 2/3 of the new apartments targeted for agricultural workers and their families. When completed, this new housing, together with the 156 apartments in the existing Terracina affordable development just down the street, will mean that there will be at least 600 people living on this same short stretch of Farmers Central Road.

We understand that there is a bus stop already created that is within 300 feet of our planned development but that the plan for adding service to this new stop is on hold until the vast majority of the Spring Lake subdivision is built out. By the end of 2014, however, the two multifamily developments in close proximity to each other on Farmers Central Road will create a high density residential area that would provide a high level of ridership. The residents of these two developments are people who are least likely to have reliable, low polluting private vehicle and they would be very well served by the addition of service along Farmers Central Road. Our request is for service at least once in the morning and once in the late afternoon to accommodate working people.

We appreciate your consideration of this situation.



**TRANSIT NEEDS PUBLIC HEARING/LIFELINE TRANSIT WORKSHOP IN
YUBA COUNTY AND SUTTER COUNTY, INCLUDING THE
CITIES OF MARYSVILLE AND YUBA CITY
MINUTES**

February 27, 2012 – 4:00 P.M.

The hearing was conducted by Christine Scherman, SACOG staff; Claudia Hollis and Jane Stan of the Joint Yuba-Sutter Social Service Transportation Advisory Council; and Dawna Dutra representing Yuba-Sutter Transit.

Four people not on the hearing panel attended the Unmet Transit Needs hearing; one person testified at the hearing; and correspondence was received from three people. All Unmet Transit Needs comments are listed below.

Christine Scherman presented the introduction to the hearing.

PUBLIC COMMENT

1. Ronald Camp, Marysville, CA

Mr. Camp submitted a proposal for changes/improvements to the local Yuba-Sutter Transit route

1. See below: next page and map attached.

Route changes for ROUTE 1:

February 27, 2012

Submitted for consideration by: Ronald Camp

1. Split Route 1 into 2 Separate Routes that would transfer at the Alturas & Shasta.
(One route would be the **Yuba City Loop**, the other, the **Alturas/Yuba College Loop**.)
2. The **Yuba City loop** would have some rerouting to save time and improve service (see map).
 - A. **NEW** Yuba City Loop Mall stops would on East Side & West sides of Gray Ave at Colusa Ave.
 - B. Next stop would be at Target on Butte House Rd. going west toward Stabler Ln.
 - C. At Stabler on Butte House, the bus would turn Left, and proceed toward Walton Transit.
 - D. Once again on Butte House Rd. going east, the next stop would be at South East corner at Stabler Ave. , a regular 2A route stop.
 - E. After the Target stop on South side of Butte House Rd., the next stop would be on Gray Ave. on the North West corner of the intersection of Colusa and Gray Avenues.
3. The Alturas/Yuba College Loop would be the same. (It would turn around at Alturas and Shasta, allowing transferring to the Yuba City Loop.)
4. The timetable for both Loops would be the same as far as passengers are concerned.
5. There would be some mark on transfers so that one could only transfer to the other Route 1 LOOP route.

Advantages:

- The split Route 1's, would be autonomous, with transit at Alturas & Shasta, from one Loop to the other.
- It would avoid traffic coming East on Colusa Ave, that I feel has causes a 'time bottleneck' during parts of the afternoon / evening commute time. (A new route number might cause less confusion.)
- It would save time that it takes to go into the Mall parking lot in the front of the Mall.
- It would allow passengers to reach the Target stop directly.
- It would delete one stop going East on Colusa Ave. that is hardly utilized (opposite City Center Blvd.)
- It would utilize some 2A & 2B stops that already exist.
- Would eliminate crossing Highway 99. (There is a 99 underpass on Butte House Rd.)

Disadvantages:

- Passengers would have to walk from the front of the mall to the bus stops on Gray Ave. (about 150 feet).

		<u>Yuba City Loop</u>							
		Alturas & Shasta	Yuba Center Mall	Walton Transit	Yuba City Market Place	Yuba Center Mall	Alturas & Shasta		
		(Leave)					(Arrive)		
BUS 1A		:59	:09	:19	:23	:33	:45		
BUS 1B		:29	:39	:49	:53	:03	:15		

		<u>Alturas/Yuba College Loop</u>								
		Alturas & Shasta	Gov't Center	D & 2nd St.	Base Transit (South)	Yuba College	Base Transit (Wal. Mar.)	D & 2nd St.	Gov't Center	Alturas & Shasta
		(Leave)								(Arrive)
(BUS 1C		:45	:51	:01	:05	:15	:37	:43	:52	:59
BUS 1D)		:15	:21	:31	:35	:45	:07	:13	:22	:29

Note: Break Time for Buses 1A & 1B Drivers at Shasta & Alturas: 15 minutes
 Break Time for Buses 1C & 1D Drivers at Shasta & Alturas: 14 minutes

CORRESPONDENCE

1. Cassandra Pitts, Penn Valley, CA

RE: Public Hearing Regarding Unmet Transit Needs in Nevada County – Scheduled January 25, 2012 and Unmet Transit Needs Hearing in Yuba-Sutter Counties February 27, 2012

Dear Representatives,

Unfortunately, I will not be able to attend the Public Hearings; however, I would like to submit this letter to the Nevada County Transportation Commission & SACOG for consideration to add a commuter bus service from Nevada County to Yuba County. I have submitted two previous letters to the Commission, and SACOG, requesting this service, but would like to formally submit this letter of request at the Unmet Transit Needs Public Hearing.

I have commuted over 14 years, and have seen the increase in vehicles that travel west on Highway 20. Over 2 years ago, in order to save wear and tear on my car, fuel costs, and to do my part in protecting the environment, I started a vanpool. In less than 5 months, I had 8 riders, commuting Monday through Friday; which we have maintained the last 3 years. Our vanpool is just one example of the many individuals who make this daily commute. Not to mention the many drivers who travel west from Nevada County to Yuba County for work, shopping, and medical appointments. Some riders even extend their travel into Sacramento County by using Yuba-Sutter Transit.

Our bus service currently reaches out to Nevada County residents traveling in town and south on Highway 49 down to Auburn; but unfortunately, does not extend west down Highway 20. There are three Park and Ride lots that offer well lit parking areas with bus access: (1) Grass Valley off Highway 20 (53 parking spaces); (2) Pleasant Valley Road - South East Corner of Pleasant Valley Road and Highway 20, approximately 5 Miles West of Grass Valley (23 parking spaces); and (3) Penn Valley Drive - North East Corner of Highway 20 (20 parking spaces). Obviously, there has been a need identified with this many Park and Rides in such a short distance. We are half way there; all we need now is the bus service. I have sent "Letters to the Editor," to local newspapers, posted and distributed flyers to Nevada County and Yuba County, and have posted inquiries to the Yubanet.com website. I have received numerous e-mails of support from commuters interested in using such a valuable service.

In addition to the valuable commuter service, this transit route will increase air quality, for which both counties have multiple nonattainment air quality standards. Adding a commuter bus service is a win-win for the community, the Transit Service and the environment.

I appreciate your consideration.

Sincerely,
Cassandra Pitts

2. Lucky Owyang, Marysville, CA

Mr. Owyang had multiple comments about Yuba-Sutter Transit Service:

- a. Yuba-Sutter Transit drivers need to be more observant, particularly on Route 4A, because they drive by waiting passengers at bus stops and leave them stranded.
- b. I use the Amtrak San Joaquin train to travel to Los Angeles several times a month, and do not want to see the morning highway 99 bus move from its current start at the Yuba County Government Center to highway 99 at Sam's Club because I could no longer be assured I would arrive in time to catch the 6:40 AM San Joaquin train south to Los Angeles.
- c. Beyond my personal travel needs is the question of the service level of the fixed route service by Yuba-Sutter Transit. Ridership on the service continues to rise but there have not been any increases in the level of service provided. The routes 1 and 3 continue to have many of the buses full to standing room only Monday through Friday. Again, the level of service has not been increased to meet the higher ridership.
- d. Convert the vacant Mervyns building into a multi-purpose use building for all modes of public transportation. A transportation center for Yuba-Sutter Transit, Amtrak buses, Greyhound, tour buses and Indian casino buses. It would eliminate confusion about where to catch a bus of one kind or another. The facility could include a food court and restrooms. In addition, the building is large enough to be divided into a community center and a senior center. There must be grants out there that could support such a facility.
- e. Mervyns needs to be removed from the bus shelter at 2nd and D Streets as the store closed long ago.
- f. There should be bus service to Oroville that would link Marysville/Yuba City to the north valley.
- g. Yuba-Sutter Transit drivers need to be trained to ask boarding passengers to wait until de-boarding passengers get off the bus before boarding.
- h. Yuba-Sutter Transit drivers need to focus on passenger safety.
- i. Many Yuba-Sutter Transit drivers leave stops early resulting in them being called back by other buses/routes for transfers.
- j. Many people cannot reach the stop request pull cords on the buses, some other means of requesting a stop like a push strip or drop down cord should be provided.

3. Donald Lewis, Live Oak, CA

Mr. Lewis asked via email if there are any plans to upgrade the Live Oak route to more times a day. He stated he has talked to most of the seniors at Butte View Manor (Estates) and they would be more interested in taking the bus if it ran more often. He thinks this sentiment goes for the rest of Live Oak.

Unless a person has a job only three days per week the current bus service does them no good. Mr. Lewis has a meeting he would like to attend at noon but he can't go because the bus returns to Live Oak at 11:30 AM and he would have to spend all day in town from 7 AM to 6 PM to

attend the meetings. He has considered moving to Yuba City for better transportation, but really loves living in Live Oak and feels the City needs better public transportation.

3. Scott McKenne

Mr. McKenne would like to see Yuba-Sutter Transit local fixed route services run until 10 PM Monday through Friday, rather than have to use general public Dial-A-Ride services after 6:30 PM.

4. Robyn Beets

Ms. Beets wants Yuba-Sutter Transit local fixed route transit services to operate on Sundays and holidays to allow more access to jobs at locations that are open on Sundays and holidays.

5. Anonymous

This person would like the local Yuba-Sutter Transit routes to run on Sundays & holidays allowing workers who rely on the service to work more hours at their jobs.

6. Tiffany

Tiffany wants the local Yuba-Sutter Transit buses to run until 10 PM daily.

7. Tammy

Tammy wants the Yuba-Sutter Transit local routes to run until 10 PM every day of the week, including Sundays & holidays.

8. Monica Allen

Ms. Allen thinks the local fixed routes should run until 10 PM every day they operate.



**SACRAMENTO AREA COUNCIL OF GOVERNMENTS
RESOLUTION NO. 25 – 2012**

**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 March 2011; 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, which serves the City of Citrus Heights under contract, identified transit needs considered in its transportation planning process; and

WHEREAS, a public hearing on transit needs were held by SACOG for the Sacramento Regional Transit District (SRTD) at the SRTD Auditorium on February 15, 2012, for Sacramento County at the Folsom Hilton Garden Inn on February 21, 2012, at the City of Galt Council Chambers on February 28, 2012, and before the SACOG Board of Directors on May 17, 2012; 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; and

WHEREAS, by action at its May 17, 2012, Special Meeting, the SACOG Board of Directors delegated authority to the SACOG Strategic Planning Committee to take final action on the proposed unmet transit needs in the Sacramento Regional Transit District, Sacramento, Sutter, Yolo, and Yuba counties and the cities therein at its June 7, 2012, meeting.

NOW, THEREFORE, BE IT RESOLVED, that the SACOG Strategic Planning Committee 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 7th day of June 2012, by the following vote of the SACOG Strategic Planning Committee:

AYES:

NOES:

ABSTAIN:

ABSENT:

Peter Hill
Chair

Mike McKeever
Chief Executive Officer



**SACRAMENTO AREA COUNCIL OF GOVERNMENTS
RESOLUTION NO. 26 – 2012**

**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 March 2011; 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 for Yolo County at the Davis City Council Chambers on February 29, 2012, and before the SACOG Board of Directors on May 17, 2012; 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; and

WHEREAS, by action at its May 17, 2012, Special Meeting, the SACOG Board of Directors delegated authority to the SACOG Strategic Planning Committee to take final action on the proposed unmet transit needs in the Sacramento Regional Transit District, Sacramento, Sutter, Yolo, and Yuba counties and the cities therein at its June 7, 2012, meeting.

NOW, THEREFORE, BE IT RESOLVED, that the SACOG Strategic Planning Committee finds that:

There are unmet transit needs that are reasonable to meet in the City of Davis.

PASSED AND ADOPTED this 7th day of June 2012 by the following vote of the SACOG Strategic Planning Committee:

AYES:

NOES:

ABSTAIN:

ABSENT:

Peter Hill
Chair

Mike McKeever
Chief Executive Officer



**SACRAMENTO AREA COUNCIL OF GOVERNMENTS
RESOLUTION NO. 27 – 2012**

**FINDING THAT THERE ARE NO 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 March 2011; 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 were held by SACOG for the Sacramento Regional Transit District (SRTD) at the SRTD Auditorium on February 15, 2012, for Sacramento County at the Folsom Hilton Garden Inn on February 21, 2012, at the City of Galt Council Chambers on February 28, 2012, and before the SACOG Board of Directors on May 17, 2012; 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; and

WHEREAS, by action at its May 17, 2012, Special Meeting, the SACOG Board of Directors delegated authority to the SACOG Strategic Planning Committee to take final action on the proposed unmet transit needs in the Sacramento Regional Transit District, Sacramento, Sutter, Yolo, and Yuba counties and the cities therein at its June 7, 2012, meeting.

NOW, THEREFORE, BE IT RESOLVED, that the SACOG Strategic Planning Committee finds that:

There are no unmet transit needs that are reasonable to meet in the City of Elk Grove.

PASSED AND ADOPTED this 7th day of June 2012, by the following vote of the SACOG Strategic Planning Committee:

AYES:

NOES:

ABSTAIN:

ABSENT:

Peter Hill
Chair

Mike McKeever
Chief Executive Officer



**SACRAMENTO AREA COUNCIL OF GOVERNMENTS
RESOLUTION NO. 28 – 2012**

**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 March 2011; 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 were held by SACOG for the Sacramento Regional Transit District (SRTD) at the SRTD Auditorium on February 15, 2012, for Sacramento County at the Folsom Hilton Garden Inn on February 21, 2012, at the City of Galt Council Chambers on February 28, 2012, and before the SACOG Board of Directors on May 17, 2012; 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; and

WHEREAS, by action at its May 17, 2012, Special Meeting, the SACOG Board of Directors delegated authority to the SACOG Strategic Planning Committee to take final action on the proposed unmet transit needs in the Sacramento Regional Transit District, Sacramento, Sutter, Yolo, and Yuba counties and the cities therein at its June 7, 2012, meeting.

NOW, THEREFORE, BE IT RESOLVED, that the SACOG Strategic Planning Committee finds that:

There are no unmet transit needs that are reasonable to meet in the City of Folsom.

PASSED AND ADOPTED, this 7th day of June 2012, by the following vote of the SACOG Strategic Planning Committee:

AYES:

NOES:

ABSTAIN:

ABSENT:

Peter Hill
Chair

Mike McKeever
Chief Executive Officer



**SACRAMENTO AREA COUNCIL OF GOVERNMENTS
RESOLUTION NO. 29 – 2012**

**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 March 2011; 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 were held by SACOG for the Sacramento Regional Transit District (SRTD) at the SRTD Auditorium on February 15, 2012, for Sacramento County at the Folsom Hilton Garden Inn on February 21, 2012, at the City of Galt Council Chambers on February 28, 2012, and before the SACOG Board of Directors on May 17, 2012; 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; and

WHEREAS, by action at its May 17, 2012, Special Meeting, the SACOG Board of Directors delegated authority to the SACOG Strategic Planning Committee to take final action on the proposed unmet transit needs in the Sacramento Regional Transit District, Sacramento, Sutter, Yolo, and Yuba counties and the cities therein at its June 7, 2012, meeting.

NOW, THEREFORE, BE IT RESOLVED, that the SACOG Strategic Planning Committee finds that:

There are no unmet transit needs that are reasonable to meet in the City of Galt.

PASSED AND ADOPTED, this 7th day of June 2012, by the following vote of the SACOG Strategic Planning Committee:

AYES:

NOES:

ABSTAIN:

ABSENT:

Peter Hill
Chair

Mike McKeever
Chief Executive Officer



**SACRAMENTO AREA COUNCIL OF GOVERNMENTS
RESOLUTION NO. 30 – 2012**

**FINDING THAT THERE ARE NO UNMET TRANSIT NEEDS 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 March 2011; 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 were held by SACOG for the Sacramento Regional Transit District (SRTD) at the SRTD Auditorium on February 15, 2012, for Sacramento County at the Folsom Hilton Garden Inn on February 21, 2012, at the City of Galt Council Chambers on February 28, 2012, and before the SACOG Board of Directors on May 17, 2012; 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; and

WHEREAS, by action at its May 17, 2012, Special Meeting, the SACOG Board of Directors delegated authority to the SACOG Strategic Planning Committee to take final action on the proposed unmet transit needs in the Sacramento Regional Transit District, Sacramento, Sutter, Yolo, and Yuba counties and the cities therein at its June 7, 2012, meeting.

NOW, THEREFORE, BE IT RESOLVED, that the SACOG Strategic Planning Committee finds that:

There are no unmet transit needs in the City of Isleton.

PASSED AND ADOPTED, this 7th day of June 2012, by the following vote of the SACOG Strategic Planning Committee:

AYES:

NOES:

ABSTAIN:

ABSENT:

Peter Hill
Chair

Mike McKeever
Chief Executive Officer



**SACRAMENTO AREA COUNCIL OF GOVERNMENTS
RESOLUTION NO. 31 – 2012**

**FINDING THAT THERE ARE NO UNMET TRANSIT NEEDS 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 March 2011; 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, public hearings on transit needs were held by SACOG for Yuba and Sutter Counties at the Yuba County Government Center (Marysville) on February 27, 2012, and before the SACOG Board of Directors on May 17, 2012; 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; and

WHEREAS, by action at its May 17, 2012, Special Meeting, the SACOG Board of Directors delegated authority to the SACOG Strategic Planning Committee to take final action on the proposed unmet transit needs in the Sacramento Regional Transit District, Sacramento, Sutter, Yolo, and Yuba counties and the cities therein at its June 7, 2012, meeting.

NOW, THEREFORE, BE IT RESOLVED, that the SACOG Strategic Planning Committee finds that:

There are no unmet transit needs in the City of Live Oak.

PASSED AND ADOPTED, this 7th day of June 2012, by the following vote of the SACOG Strategic Planning Committee:

AYES:

NOES:

ABSTAIN:

ABSENT:

Peter Hill
Chair

Mike McKeever
Chief Executive Officer



**SACRAMENTO AREA COUNCIL OF GOVERNMENTS
RESOLUTION NO. 32 – 2012**

**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 March 2011; 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, public hearings on transit needs were held by SACOG for Yuba and Sutter Counties at the Yuba County Government Center (Marysville) on February 27, 2012, and before the SACOG Board of Directors on May 17, 2012; 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; and

WHEREAS, by action at its May 17, 2012, Special Meeting, the SACOG Board of Directors delegated authority to the SACOG Strategic Planning Committee to take final action on the proposed unmet transit needs in the Sacramento Regional Transit District, Sacramento, Sutter, Yolo, and Yuba counties and the cities therein at its June 7, 2012, meeting.

NOW, THEREFORE, BE IT RESOLVED, that the SACOG Strategic Planning Committee finds that:

There are no unmet transit needs that are reasonable to meet in the City of Marysville.

PASSED AND ADOPTED, this 7th day of June 2012, by the following vote of the SACOG Strategic Planning Committee:

AYES:

NOES:

ABSTAIN:

ABSENT:

Peter Hill
Chair

Mike McKeever
Chief Executive Officer



**SACRAMENTO AREA COUNCIL OF GOVERNMENTS
RESOLUTION NO. 33 – 2012**

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

WHEREAS, the Sacramento Area Council of Governments has defined “unmet transit needs” and “reasonable to meet” in its Transportation Development Act Guidelines adopted on March 2011; 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, of which the City of Rancho Cordova is a member, identified transit needs considered in its transportation planning process; and

WHEREAS, a public hearing on transit needs were held by SACOG for the Sacramento Regional Transit District (SRTD) at the SRTD Auditorium on February 15, 2012, for Sacramento County at the Folsom Hilton Garden Inn on February 21, 2012, at the City of Galt Council Chambers on February 28, 2012, and before the SACOG Board of Directors on May 17, 2012; 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; and

WHEREAS, by action at its May 17, 2012, Special Meeting, the SACOG Board of Directors delegated authority to the SACOG Strategic Planning Committee to take final action on the proposed unmet transit needs in the Sacramento Regional Transit District, Sacramento, Sutter, Yolo, and Yuba counties and the cities therein at its June 7, 2012, meeting.

NOW, THEREFORE, BE IT RESOLVED, that the SACOG Strategic Planning Committee finds that:

There are unmet transit needs that are reasonable to meet in the Sacramento Regional Transit District, including the city of Rancho Cordova.

PASSED AND ADOPTED, this 7th day of June 2012, by the following vote of the SACOG Strategic Planning Committee:

AYES:

NOES:

ABSTAIN:

ABSENT:

Peter Hill
Chair

Mike McKeever
Chief Executive Officer



**SACRAMENTO AREA COUNCIL OF GOVERNMENTS
RESOLUTION NO. 34 – 2012**

**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 March 2011; 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, a public hearing on transit needs were held by SACOG for the Sacramento Regional Transit District (SRTD) at the SRTD Auditorium on February 15, 2012, for Sacramento County at the Folsom Hilton Garden Inn on February 21, 2012, at the City of Galt Council Chambers on February 28, 2012, and before the SACOG Board of Directors on May 17, 2012; 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; and

WHEREAS, by action at its May 17, 2012, Special Meeting, the SACOG Board of Directors delegated authority to the SACOG Strategic Planning Committee to take final action on the proposed unmet transit needs in the Sacramento Regional Transit District, Sacramento, Sutter, Yolo, and Yuba counties and the cities therein at its June 7, 2012, meeting.

NOW, THEREFORE, BE IT RESOLVED, that the SACOG Strategic Planning Committee finds that:

There are unmet transit needs that are reasonable to meet in the Sacramento Regional Transit District, including the cities of Citrus Heights and Rancho Cordova, as well as portions of Unincorporated Sacramento County within the SRTD.

PASSED AND ADOPTED this 7th day of June 2012, by the following vote of the SACOG Strategic Planning Committee:

AYES:

NOES:

ABSTAIN:

ABSENT:

Peter Hill
Chair

Mike McKeever
Chief Executive Officer



**SACRAMENTO AREA COUNCIL OF GOVERNMENTS
RESOLUTION NO. 35 – 2012**

**FINDING THAT THERE ARE NO UNMET TRANSIT NEEDS THAT ARE
REASONABLE TO MEET IN THE UNINCORPORATED AREAS OF SACRAMENTO
COUNTY OUTSIDE OF 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 March 2011; 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 were held by SACOG for the Sacramento Regional Transit District (SRTD) at the SRTD Auditorium on February 15, 2012, for Sacramento County at the Folsom Hilton Garden Inn on February 21, 2012, at the City of Galt Council Chambers on February 28, 2012, and before the SACOG Board of Directors on May 17, 2012; 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; and

WHEREAS, by action at its May 17, 2012, Special Meeting, the SACOG Board of Directors delegated authority to the SACOG Strategic Planning Committee to take final action on the proposed unmet transit needs in the Sacramento Regional Transit District, Sacramento, Sutter, Yolo, and Yuba counties and the cities therein at its June 7, 2012, meeting.

NOW, THEREFORE, BE IT RESOLVED, that the SACOG Strategic Planning Committee finds that:

There are no unmet transit needs that are reasonable to meet in the Unincorporated Areas of the County of Sacramento outside of the Sacramento Regional Transit District.

PASSED AND ADOPTED, this 7th day of June 2012, by the following vote of the SACOG Strategic Planning Committee:

AYES:

NOES:

ABSTAIN:

ABSENT:

Peter Hill
Chair

Mike McKeever
Chief Executive Officer



**SACRAMENTO AREA COUNCIL OF GOVERNMENTS
RESOLUTION NO. 36 – 2012**

**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 March 2011; 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, public hearings on transit needs were held by SACOG for Yuba and Sutter Counties at the Yuba County Government Center (Marysville) on February 27, 2012, and before the SACOG Board of Directors on May 17, 2012; 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; and

WHEREAS, by action at its May 17, 2012, Special Meeting, the SACOG Board of Directors delegated authority to the SACOG Strategic Planning Committee to take final action on the proposed unmet transit needs in the Sacramento Regional Transit District, Sacramento, Sutter, Yolo, and Yuba counties and the cities therein at its June 7, 2012, meeting.

NOW, THEREFORE, BE IT RESOLVED, that the SACOG Strategic Planning Committee 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 7th day of June 2012, by the following vote of the SACOG Strategic Planning Committee:

AYES:

NOES:

ABSTAIN:

ABSENT:

Peter Hill
Chair

Mike McKeever
Chief Executive Officer



**SACRAMENTO AREA COUNCIL OF GOVERNMENTS
RESOLUTION NO. 37 – 2012**

**FINDING THAT THERE ARE NO UNMET TRANSIT NEEDS THAT ARE
REASONABLE TO MEET 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 March 2011; 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 for Yolo County at the Davis City Council Chambers on February 29, 2012, and before the SACOG Board of Directors on May 17, 2012; 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; and

WHEREAS, by action at its May 17, 2012, Special Meeting, the SACOG Board of Directors delegated authority to the SACOG Strategic Planning Committee to take final action on the proposed unmet transit needs in the Sacramento Regional Transit District, Sacramento, Sutter, Yolo, and Yuba counties and the cities therein at its June 7, 2012, meeting.

NOW, THEREFORE, BE IT RESOLVED, that the SACOG Strategic Planning Committee 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 7th day of June 2012, by the following vote of the SACOG Strategic Planning Committee:

AYES:

NOES:

ABSTAIN:

ABSENT:

Peter Hill
Chair

Mike McKeever
Chief Executive Officer



**SACRAMENTO AREA COUNCIL OF GOVERNMENTS
RESOLUTION NO. 38 – 2012**

**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 March 2011; 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, public hearings on transit needs were held by SACOG for Yuba and Sutter Counties at the Yuba County Government Center (Marysville) on February 27, 2012, and before the SACOG Board of Directors on May 17, 2012; 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; and

WHEREAS, by action at its May 17, 2012, Special Meeting, the SACOG Board of Directors delegated authority to the SACOG Strategic Planning Committee to take final action on the proposed unmet transit needs in the Sacramento Regional Transit District, Sacramento, Sutter, Yolo, and Yuba counties and the cities therein at its June 7, 2012, meeting.

NOW, THEREFORE, BE IT RESOLVED, that the SACOG Strategic Planning Committee 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 7th day of June 2012, by the following vote of the SACOG Strategic Planning Committee:

AYES:

NOES:

ABSTAIN:

ABSENT:

Peter Hill
Chair

Mike McKeever
Chief Executive Officer



**SACRAMENTO AREA COUNCIL OF GOVERNMENTS
RESOLUTION NO. 39 – 2012**

**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 March 2011; 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 for Yolo County at the Davis City Council Chambers on February 29, 2012, and before the SACOG Board of Directors on May 17, 2012; 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; and

WHEREAS, by action at its May 17, 2012, Special Meeting, the SACOG Board of Directors delegated authority to the SACOG Strategic Planning Committee to take final action on the proposed unmet transit needs in the Sacramento Regional Transit District, Sacramento, Sutter, Yolo, and Yuba counties and the cities therein at its June 7, 2012, meeting.

NOW, THEREFORE, BE IT RESOLVED, that the SACOG Strategic Planning Committee finds that:

There are no unmet transit needs that are reasonable to meet in the City of West Sacramento.

PASSED AND ADOPTED, this 7th day of June 2012, by the following vote of the SACOG Strategic Planning Committee:

AYES:

NOES:

ABSTAIN:

ABSENT:

Peter Hill
Chair

Mike McKeever
Chief Executive Officer



**SACRAMENTO AREA COUNCIL OF GOVERNMENTS
RESOLUTION NO. 40 – 2012**

**FINDING THAT THERE ARE NO UNMET TRANSIT NEEDS 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 March 2011; 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, public hearings on transit needs were held by SACOG for Yuba and Sutter Counties at the Yuba County Government Center (Marysville) on February 27, 2012, and before the SACOG Board of Directors on May 17, 2012; 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; and

WHEREAS, by action at its May 17, 2012, Special Meeting, the SACOG Board of Directors delegated authority to the SACOG Strategic Planning Committee to take final action on the proposed unmet transit needs in the Sacramento Regional Transit District, Sacramento, Sutter, Yolo, and Yuba counties and the cities therein at its June 7, 2012, meeting.

NOW, THEREFORE, BE IT RESOLVED, that the SACOG Strategic Planning Committee finds that:

There are no unmet transit needs in the City of Wheatland.

PASSED AND ADOPTED, this 7th day of June 2012, by the following vote of the SACOG Strategic Planning Committee:

AYES:

NOES:

ABSTAIN:

ABSENT:

Peter Hill
Chair

Mike McKeever
Chief Executive Officer



**SACRAMENTO AREA COUNCIL OF GOVERNMENTS
RESOLUTION NO. 41 – 2012**

**FINDING THAT THERE ARE NO UNMET TRANSIT NEEDS 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 March 2011; 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 for Yolo County at the Davis City Council Chambers on February 29, 2012, and before the SACOG Board of Directors on May 17, 2012; 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; and

WHEREAS, by action at its May 17, 2012, Special Meeting, the SACOG Board of Directors delegated authority to the SACOG Strategic Planning Committee to take final action on the proposed unmet transit needs in the Sacramento Regional Transit District, Sacramento, Sutter, Yolo, and Yuba counties and the cities therein at its June 7, 2012, meeting.

NOW, THEREFORE, BE IT RESOLVED, that the SACOG Strategic Planning Committee finds that:

There are no unmet transit needs in the City of Winters.

PASSED AND ADOPTED, this 7th day of June 2012, by the following vote of the SACOG Strategic Planning Committee:

AYES:

NOES:

ABSTAIN:

ABSENT:

Peter Hill
Chair

Mike McKeever
Chief Executive Officer



**SACRAMENTO AREA COUNCIL OF GOVERNMENTS
RESOLUTION NO. 42 – 2012**

**FINDING THAT THERE ARE NO 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 March 2011; 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 for Yolo County at the Davis City Council Chambers on February 29, 2012, and before the SACOG Board of Directors on May 17, 2012; 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; and

WHEREAS, by action at its May 17, 2012, Special Meeting, the SACOG Board of Directors delegated authority to the SACOG Strategic Planning Committee to take final action on the proposed unmet transit needs in the Sacramento Regional Transit District, Sacramento, Sutter, Yolo, and Yuba counties and the cities therein at its June 7, 2012, meeting.

NOW, THEREFORE, BE IT RESOLVED, that the SACOG Strategic Planning Committee finds that:

There are no unmet transit needs that are reasonable to meet in the City of Woodland.

PASSED AND ADOPTED, this 7th day of June 2012, by the following vote of the SACOG Strategic Planning Committee:

AYES:

NOES:

ABSTAIN:

ABSENT:

Peter Hill
Chair

Mike McKeever
Chief Executive Officer



**SACRAMENTO AREA COUNCIL OF GOVERNMENTS
RESOLUTION NO. 43 – 2012**

**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 March 2011; 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, public hearings on transit needs were held by SACOG for Yuba and Sutter Counties at the Yuba County Government Center (Marysville) on February 27, 2012, and before the SACOG Board of Directors on May 17, 2012; 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; and

WHEREAS, by action at its May 17, 2012, Special Meeting, the SACOG Board of Directors delegated authority to the SACOG Strategic Planning Committee to take final action on the proposed unmet transit needs in the Sacramento Regional Transit District, Sacramento, Sutter, Yolo, and Yuba counties and the cities therein at its June 7, 2012, meeting.

NOW, THEREFORE, BE IT RESOLVED, that the SACOG Strategic Planning Committee finds that:

There are no unmet transit needs that are reasonable to meet in the City of Yuba City.

PASSED AND ADOPTED, this 7th day of June 2012, by the following vote of the SACOG Strategic Planning Committee:

AYES:

NOES:

ABSTAIN:

ABSENT:

Peter Hill
Chair

Mike McKeever
Chief Executive Officer