

			Not An Unmet Transit Need	Unmet Transit Need that is not Reasonable to Meet at this time	Unmet Transit Need that is Reasonable to Meet	Comments
			There <b>are no</b> unmet transit needs that are reasonable to meet in the cities of Galt, Isleton, and the portion of Unincorporated Sacramento County that is not in the SRTD. There <b>are no</b> 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, Elk Grove, Folsom, Rancho Cordova, and Sacramento).			
						<b>All operational comments are shared with the transit operators, and/or the appropriate jurisdiction.</b>
		<b>Sacramento County</b>				
1	Service	<b>SCT/Link (Sacramento County/Galt)</b>	Door-to-door or door-through-door transport for seniors and people with disabilities is needed medical/healthcare services outside of Galt.			On Thursdays and Fridays, as part of SCT Link's Dial-A-Ride service, a medical run service is offered for senior and disabled passengers. This service goes to medical facilities in Elk Grove and South Sacramento near Hwy 99. Riders leave Galt at 8:30 AM and must be ready to return by 1 PM.  <b>This is not an unmet transit need.</b>
2			The Highway 99 Express service should stop at the Cosumnes River College (CRC) Elk Grove satellite campus at 10051 Big Horn Blvd. Elk Grove, CA 95757.			Riders traveling from Galt can access the CRC Elk Grove Center by taking the Highway 99 Express and transferring to the SacRT route E110.  <b>This is not an unmet transit need.</b>
3			There needs to be a permanent route, not dial-a-ride, between the east and west shopping areas in Galt since Highway 99 is large barrier that is difficult to cross without a personal vehicle.			SCT Link's Dial-a-Ride service provides curb-to-curb transit service M-Sat to the general public within the Galt City limits.  <b>This is not an unmet transit need.</b>
4			There needs to be a connection from Galt to Delta College in San Joaquin County.			Riders traveling from Galt can access San Joaquin Delta College via the Highway 99 Express and transfer to the various San Joaquin Regional Transit District routes to get within approximately 1/2 a mile of Delta College.  <b>This is not an unmet transit need.</b>
5			The Delta area has an unmet transit need - including Isleton and the delta communities.			SCT Link's operates fixed route deviated service between the Delta and Galt five days per week (M-F) between 6:30 AM - 7:10 PM. This route will deviate up to 3/4 of a mile off the route to pick up passengers that cannot access the bus stops.  <b>This is not an unmet transit need.</b>
6	Operations	<b>SCT/Link (Sacramento County/Galt)</b>	SCT/Link needs to be fully integrated into the Los Rios Community College District and/or SacRT so that the student transit pass would work on the system.			<b>Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.</b>  <b>This is not an unmet transit need.</b>
7			The Highway 99 Express should stop at the Twin Cities park and ride.			<b>Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.</b>  <b>This is not an unmet transit need.</b>
8			The Highway 99 Express should stop at Kaiser or Methodist in south Sacramento since there are pharmacy services available there.			The Highway 99 Express currently stops just outside the Kaiser South Sacramento Medical Center and approximately 1/10 of a mile from Methodist Hospital.  <b>Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.</b>  <b>This is not an unmet transit need.</b>

			Not An Unmet Transit Need	Unmet Transit Need that is not Reasonable to Meet at this time	Unmet Transit Need that is Reasonable to Meet	Comments
9			Accessing medical services in downtown Sacramento can be difficult due to the wait involved to travel back to Galt afterward.			Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.  This is not an unmet transit need.

			Not An Unmet Transit Need	Unmet Transit Need that is not Reasonable to Meet at this time	Unmet Transit Need that is Reasonable to Meet	Comments
10	Service	SRTD (incl. portions of Unincorporated Sacramento County)	Traveling from the Tahoe Park neighborhood in the City of Sacramento to Jesuit High School in the Carmichael neighborhood of Sacramento County requires two to three transfers and 2+ miles of walking or biking to complete the trip.			It is possible to travel to/from Jesuit High School using SacRT services. SacRT has an upcoming Comprehensive Operational Analysis (COA) that will be looking at these types of issues and doing analysis to see if there are ways to improve trips like these.  <b>This is not an unmet transit need.</b>
11				Please bring back the bus route that operated prior to the pandemic that went directly from the Franklin Light Rail Station to the Delta Shores shopping center.		SacRT has an upcoming Comprehensive Operational Analysis (COA) that will be looking at these types of issues and doing analysis to see if there are ways to improve trips like these.  <b>This is an unmet transit need that is not reasonable to meet at this time.</b>
12			It is impossible to use transit to get from the Folsom Parkway neighborhood to light rail.			The SacRT route #10 has a stop at Oak Avenue Parkway and Creekside Drive that connects with the Gold Line light rail at the Historic Folsom Light Rail Station. Route #10 operates M-F 5:30 AM to 7 PM, and Sat-Sun 6:30 AM to 7 PM.  <b>This is not an unmet transit need.</b>
13			Bring the afternoon Elk Grove commuter lines back for workers that travel to/from downtown Sacramento but do not work a full day.			Elk Grove commuter lines currently only operate in the morning an evening due to reduced demand for these services. During the workday riders can connect to Elk Grove local bus services from downtown Sacramento via the Cosumnes River College Light Rail Station. As part fo the SacRT COA a detailed analysis of commuter services to/from Elk Grove and demand for those services will be conducted.  <b>This is not an unmet transit need.</b>
14			With the State of California mandate that all workers return to the office at least 2 days per week there should be more later morning service added back to Elk Grove commuter lines, in particular route E10.			The SacRT E10 operates two morning runs between 5:30 and 6:30 AM M-F.  <b>This is not an unmet transit need.</b>
15			SacRT Gold Line light rail should run more frequently than every 30 minutes from the Sacramento Valley Station (Amtrak Capitol Corridor).			SacRT Gold Line light rail operates M-F 5:45 AM - 6:30 PM at 15 minute intervals, at 30 minute intervals Sat 6:30 AM - 10:30 PM and Sun 6:30 AM - 8:30 PM. In the near future the 15 minute service will be extended to Folsom after double tracking there is completed sometime in early 2025.  <b>This is not an unmet transit need.</b>
16			More north/south bus service is needed in the inner-City of Sacramento (north of Highway 50), especially between 30th and 65th streets as there are lots of residents/businesses in between there.			As part of the SacRT COA effort gaps in service will be reviewed and analysis completed to determine demand for services in areas where there are currently service gaps.  <b>This is not an unmet transit need.</b>

			Not An Unmet Transit Need	Unmet Transit Need that is not Reasonable to Meet at this time	Unmet Transit Need that is Reasonable to Meet	Comments
17			The route 138 should operate on weekends to give more options for travel between Sacramento and Davis.			<p>Transit service via YTD routes 42A and 42B are currently available on weekends between Sacramento and Davis with transfers to/from local Davis (Unitrans) transit routes.</p> <p><b>The Causeway Connection service is operated jointly by Yolobus and SacRT. This comment will be included in both Unmet Transit Needs Comments Summaries.</b></p> <p><b>This is not an unmet transit need.</b></p>
18	Service	SRTD (incl. portions of Unincorporated Sacramento County)	A new route serving Sutter Health Park on A's game days should be created and operated jointly by SacRT and Yolobus (new route 140) operating three hours before and three hours after each game between the Sacramento Valley Station and the ballpark financed by a \$1 ticket charge with service provided free to ticket holding riders.			<p>SacRT is currently considering scenarios for a potential A's shuttle service for game days between Sutter Health Park and downtown Sacramento. A funding source for this service will need to be determined and permission from Yolo County will be needed for SacRT to operate service.</p> <p><b>This comment suggests a jointly operated A's game day shuttle jointly operated by Yolobus and SacRT. This comment will be included in both Unmet Transit Needs Comments Summaries.</b></p> <p><b>This is not an unmet transit need.</b></p>
19			More direct service from Citrus Heights to Folsom would be useful and appreciated, running along Greenback Lane across the bridge and into Historic Folsom.			<p>It is currently possible to travel on SacRT services from Citrus Heights to Folsom using SacRT bus route #21 and transferring to the Gold Line light rail.</p> <p><b>This is not an unmet transit need.</b></p>
20				The Delta Shores shopping center needs transit service for both shoppers and employees.		<p>SacRT has an upcoming Comprehensive Operational Analysis (COA) that will be looking at these types of issues and doing analysis to see if there are ways to improve trips like these.</p> <p><b>This is an unmet transit need that is not reasonable to meet at this time.</b></p>
21			With SacRT Smart Ride ending service to the general public it will be very difficult to get around in Orangevale.			<p>Thought SacRT Smart Ride service will be ending it will be replaced by SacRT Flex starting on January 2, 2025. SacRT Flex will give vulnerable populations the opportunity to travel in the same zones where Smart Ride previously operated. For more information on SacRT Flex including eligibility and how to apply for the service go here: <a href="http://www.sacrt.com/applyflex">www.sacrt.com/applyflex</a> or <a href="http://sacrt.com/flex">sacrt.com/flex</a>.</p> <p><b>This is not an unmet transit need.</b></p>
22			A direct route to get to the Sacramento International Airport from Folsom that does not involve multiple transfers.			<p>Travelers can currently access the Sacramento International Airport using the SacRT Gold Line with a single transfer to either SacRT bus route #142 or Yolobus route 42B.</p> <p><b>This is not an unmet transit need.</b></p>
23	Operations	SRTD (incl. portions of Unincorporated Sacramento County)	There should be USB/electrical outlets on buses and light rail.			<p><b>Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.</b></p> <p><b>This is not an unmet transit need.</b></p>

			Not An Unmet Transit Need	Unmet Transit Need that is not Reasonable to Meet at this time	Unmet Transit Need that is Reasonable to Meet	Comments
24			There should be WiFi on buses and light rail.			Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.  This is not an unmet transit need.
25			Trolleybuses should be considered along with battery electric and hydrogen fuel cell buses for the required ZEB transition.			Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.  This is not an unmet transit need.
26			The streetcar project should be reconsidered and try to make it a tram line instead of just a streetcar and separate it from the cars in all ways possible, or potentially connect the current proposed alignment to the green line.			Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.  This is not an unmet transit need.
27	Operations	SRTD (incl. portions of Unincorporated Sacramento County)	For the green line light rail extension it should be considered to use existing blue line bridges and a new on-land alignment in north Sacramento/South Natomas to accelerate the project.			Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.  This is not an unmet transit need.
28			Instead of the green line light rail extension express heavy rail line should be considered as well for a nonstop route to the airport that could probably be achieved in 10-15mins with a fully electrified, freight separated line.			Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.  This is not an unmet transit need.
29			The Mondavi-UCD Med Center Shuttle (Causeway Connection) has consistently not had drivers who can operate their wheelchair lift or even had working lifts, even with advance notice it would be needed by a rider.			All Causeway Connection drivers are trained to use the wheelchair lifts and securements.  The Causeway Connection service is operated jointly by Yolobus and SacRT. This comment will be included in both Unmet Transit Needs Comments Summaries.  Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.  This is not an unmet transit need.
30			More rail projects should be prioritized over bus or "BRT" projects even though they seem to be less costly since people like trains.			Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.  This is not an unmet transit need.

			Not An Unmet Transit Need	Unmet Transit Need that is not Reasonable to Meet at this time	Unmet Transit Need that is Reasonable to Meet	Comments
31			There is so much potential for Sacramento to be a great cycling city with the weather and geography, but the road conditions and transit connections don't reflect this.			Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.  This is not an unmet transit need.
32			The new S700 light rail cars do not have any designated bicycle storage, but there are always so many bicycles onboard.			Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.  This is not an unmet transit need.
33			The route 51 corridor definitely needs higher capacity services, BRT might not be the way to go since more ridership would be attracted to rail service because it would actually be something better instead of just a bus with a fancy rap around it.			Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.  This is not an unmet transit need.
34			There is too much light rail ridership for the current service patterns either 3+ car trains need to be added to the service (CAF, U2A, or S700), or greater than 30 min headways need to be implemented for the evening rush.			Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.  This is not an unmet transit need.
35			Light rail services are seemingly most congested in the downtown Sacramento core when on street so these services should be considered for transit only lanes and eventually a downtown tunnel.			Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.  This is not an unmet transit need.
36	Operations	SRTD (incl. portions of Unincorporated Sacramento County)	There is a need for greater connection between different agencies to make sure that connections are made (SacRT to Amtrak/Sacramento Valley Station).			Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.  This is not an unmet transit need.
37			Commenter has a child on the autism spectrum that cannot wait safely alone at a bus stop. The parent has been told that he does not qualify for SacRT Go paratransit service though he has a disability that prevents him from using fixed route services safely.			Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.  This is not an unmet transit need.

			Not An Unmet Transit Need	Unmet Transit Need that is not Reasonable to Meet at this time	Unmet Transit Need that is Reasonable to Meet	Comments
38	Operations	Other	Are Unmet Transit Needs (UTN) commenters restricted to commenting on only existing services, or can they comment on new services?			<p>Participants in the UTN Process can comment on any transit service needs including existing and new services.</p> <p><b>Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.</b></p> <p><b>This is not an unmet transit need.</b></p>
39			How are UTN comments related to existing services that do allow a rider to complete a trip but take a long time/multiple transfers handled?			<p>Participants in the UTN Process can comment on any transit service needs, including those related to long travel times or trips requiring multiple transfers. Per the Unmet Transit Needs definitions those comments wouldn't be considered unmet transit needs since a traveler can make the trip even if it may not be convenient.</p> <p><b>Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.</b></p> <p><b>This is not an unmet transit need.</b></p>
40			What are considered "operational comments" versus "service comments?"			<p>Generally "operational comments" are those that are mainly focused on capital transit improvements to vehicles and bus stops, though they can also include things like frequency of service as well.</p> <p><b>Operational comments are not analyzed as part of the unmet transit needs process, and are passed on to transit agencies to share with the appropriate departments.</b></p> <p><b>This is not an unmet transit need.</b></p>