

			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</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>		Run Highway 99 Express service on 30-minute weekday peak hour frequency from 5am-9am and 3pm to 7pm while maintaining hourly service throughout each weekday.		The Sacramento County Short Range Transit Plan 2023-2027 & Zero-Emission Bus Plan evaluated service needs for the Highway 99 Express (Hwy 99). The Hwy 99 service plan near-term recommendations include establishing pilot service on Saturdays and lengthening service hours on weekdays. Implementation of these or other improvements to Hwy 99 service may require a schedule review to ensure schedules are reflective of actual operations due to potential traffic and ridership changes. Changes to service frequency depend on operator availability, vehicles, and financial constraints. SacDOT will evaluate the feasibility of implementing pilot Saturday service. In addition to these service recommendations, ongoing efforts include monitoring schedule adherence and increasing service awareness through marketing and outreach.  <b>This is an unmet transit need that is not reasonable to meet at this time.</b>
2				Highway 99 service should be offered on hourly frequencies on weekends and holidays to match the service hours of light rail operating hours so that riders have improved connectivity between the bus route and light rail for trips into Downtown Sacramento and North Sacramento.		See comment for #1 above.  <b>This is an unmet transit need that is not reasonable to meet at this time.</b>
3				Highway 99 Express service should be offered on Saturdays.		See comment for #1 above.  <b>This is an unmet transit need that is not reasonable to meet at this time.</b>
4	Operations	<b>SCT/Link (Sacramento County/Galt)</b>		Move the DAR bus stop in front of the Walmart on Twin Cities Road away from the front door to make it easier to get on and off the bus.		The operator will reach out to the shopping center owner to determine if the stop location could be moved.  <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>

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5	Service	SRTD (incl. portions of Unincorporated Sacramento County)	A bus is needed from the Highway 99 (east) side of Elk Grove to Richards Blvd to the Richard's Boulevard Office Complex (RBOC – 651 Bannon Street, Sacramento) at 7am and return to Elk Grove at 5pm.			Bus and light rail service are available to this location by transferring from various bus routes throughout the SacRT service area.  <b>This is not an unmet transit need.</b>
6			Not enough buses from Natomas to downtown Sacramento.			Mutliple SacRT bus routes provide either direct service or access via a transfer to other SacRT bus or light rail that serves downtown Sacramento.  <b>This is not an unmet transit need.</b>
7			More on demand (microtransit) services are needed.			SacRT operates nine SmaRT Ride on demand zones throughout the transit district.  <b>This is not an unmet transit need.</b>
8			Bus service from the Anatolia neighborhood in Rancho Cordova to the light rail station at Zinfandel is needed.			Rancho CordoVan - two routes serve this area and the Zinfandel light rail station.  <b>This is not an unmet transit need.</b>
9			Bus transportation from Rancho Cordova directly to the Richards Boulevard Office Complex (RBOC) state complex is needed.			Bus and light rail service are available to this location by transferring from various bus routes throughout the SacRT service area.  <b>This is not an unmet transit need.</b>
10			Provide direct public transit Rancho Cordova/Natomas to the new California Department of Tax and Fee Administration (CDTFA) building at the RBOC.			Bus and light rail service are available to this location by transferring from various bus routes throughout the SacRT service area.  <b>This is not an unmet transit need.</b>
11			It would be great if there was a shuttle or bus route that went directly to the CDTFA HQ building at the RBOC.			Bus and light rail service are available to this location by transferring from various bus routes throughout the SacRT service area.  <b>This is not an unmet transit need.</b>
12			The Light Rail main lines [Blue and Gold] do not make a direct connection to RBOC location, so a transfer to the Greenline is required.			Bus and light rail service are available to this location by transferring from various bus routes throughout the SacRT service area.  <b>This is not an unmet transit need.</b>
13			A shuttle bus/van is needed in the North Oak Park area.			There is SacRT transit service available in this area.  <b>This is not an unmet transit need.</b>
14					SacRT GO paratransit should serve the Delta Shores shopping center.	Analysis of this service request will be included in the upcoming Comprehensive Operational Analysis (COA) effort in 2024.  <b>This is an unmet transit need that is reasonable to meet.</b>
15			Folsom needs more bus routes downtown.			There is currently transit service from Folsom that serves both downtown Folsom and downtown Sacramento. Analysis of this service request will be included in the upcoming Comprehensive Operational Analysis (COA) effort in 2024.  <b>This is not an unmet transit need.</b>

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16			Light rail to/from Folsom needs to run later at night.			The current double tracking effort, Folsom 15 project, will allow more trains to travel to/from Folsom more frequently. Later Sunday night service is also being studied as part of this project.  <b>This is not an unmet transit need.</b>
17			Transit should become more accessible to help people more easily move across the region without having to use a personal vehicle.			This comment is not specific enough to analyze effectively.  <b>This is not an unmet transit need.</b>
18			Provide express light rail service to/from Folsom to reduce travel time to other areas in the system.			See comment for #16  <b>This is not an unmet transit need.</b>
19	Service	SRTD (incl. portions of Unincorporated Sacramento County)	Extend SacRT Bus Line 38 to the River District, which would connect eastern neighborhoods and job centers (CSUS, UC Davis Med Center, Sutter Medical, RBOC) directly to the River District.			SacRT currently operates transit service in the River District and provides connections/transfers to/from the neighborhoods and job centers listed in the comment.  <b>This is not an unmet transit need.</b>
20			Light rail should run at 15 minute intervals until at least 8 PM on all lines not just the Gold Line.			SacRT light rail service is currently available on the Blue and Gold Lines from as early as 4 AM to 12 AM; on the Green Line as early as early as 6 AM to 9 PM.  <b>This is not an unmet transit need.</b>
21			Several bus lines could benefit from more frequent service with priority given to those that serve schools/colleges and healthcare facilities.			A majority of K-12 schools, colleges, and major healthcare facilities are currently served by SacRT.  <b>This is not an unmet transit need.</b>
22			Light rail should have 15 minute frequency throughout the weekends/holidays, including the mornings and throughout the day going back to half hourly service in the evenings as is done M-F.			Current ridership doesn't support more frequent weekend and holiday service.  <b>This is not an unmet transit need.</b>
23			Light rail should operate later in the evening on Sundays/holidays.			Current ridership doesn't support later evening service on Sundays/holidays.  <b>This is not an unmet transit need.</b>
24			Route 1: Extend every other existing trip to Historic Folsom (Sutter Street) Station from Sunrise Mall Transit Center via Greenback Lane.			It is currently possible to travel to/from the Historic Folsom light rail station to the Sunrise Mall Transit Center. This suggestion will be analyzed as part of the upcoming COA effort in 2024.  <b>This is not an unmet transit need.</b>
25			Route 2: New "all day" route would replace existing commuter Route 102 and fulfill one of the goals set forth in the existing and board approved SacRT Short Range Transit Plan operating 7 days per week at 45 minute frequency.			SacRT will look at this as a potential future improvement from the recently completed SRTP.  <b>This is not an unmet transit need.</b>

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26			Route 9: New route, either operated by Sacramento Regional Transit District and/or Placer County Transit, or both, would operate every hour from the Hazel Light Rail Station in Sacramento County to Sierra College main campus in the Placer County City of Rocklin possibly operating similarly to the current Causeway Connection service.			It is currently possible to travel from Sacramento County to Placer County, including Sierra College, via SacRT with a transfer to Placer County Transit. There is not demonstrated demand for a new route on Hazel Avenue in the area described by the commenter.  <b>This is not an unmet transit need.</b>
27					Route F-10: Introduce weekend/holiday service on this City of Folsom route that is operated by SacRT operating during the same hours as light rail (Gold Line) with 45 minute frequency.	SacRT is currently planning weekend/holiday service on this route (F-10).  <b>This is an unmet transit need that is reasonable to meet.</b>
28			Route 11: Eliminate all service south of Broadway and extend service to Sacramento International Airport (SMF) via Natomas Boulevard, Elkhorn Boulevard, and Airport Boulevard to existing bus stops at Terminal A and Terminal B with service daily 4 AM to 11 PM operating once every 45 minutes.			This potential service change is included in the recently completed SRTP as future service improvement, and will be studied as part of the upcoming 2024 COA.  <b>This is not an unmet transit need.</b>
29			Route 13: Eliminate all service east of the Arden/Del Paso Light Rail Station and replace with new Route 29.			SacRT currently operates transit service east of the Arden/Del Paso light rail station.  <b>This is not an unmet transit need.</b>
30	Service	SRTD (incl. portions of Unincorporated Sacramento County)		Route 15: Existing route from Watt/I-80 Station to Arden/Del Paso Station would extend back into downtown Sacramento via Del Paso Boulevard, Highway 160, Richards Boulevard, Jibboom Street, I Street Bridge/J Street, 7th Street, T Street, to 8th Street providing service the the SMUD-MOSAC.		This service suggestion will be reviewed as part of the upcoming 2024 COA. Reasonableness will be determined after COA analysis.  <b>This is an unmet transit need that is not reasonable to meet at this time.</b>
31			Route 19: Realign service in North Highlands along Elkhorn Boulevard would extend east of Watt Avenue and over Interstate 80 to the City of Citrus Heights intersection of Auburn Boulevard and Greenback Lane.			It is currently possible to travel to/from North Highlands to the City of Citrus Heights using existing SacRT operated transit services.  <b>This is not an unmet transit need.</b>
32			Route 19: Improve service on all days at a frequency of once every 45 minutes.			The upcoming 2024 COA will include a review of the whole SacRT transit network.  <b>This is not an unmet transit need.</b>
33			Route 29: New route would replace existing Route 13 from the Arden/Del Paso Light Rail Station to El Camino Avenue and Butano Drive along the existing Route 13 route alignment for all service east of the Arden/Del Paso Light Rail Station.			SacRT currently operates transit service east of the Arden/Del Paso light rail station.  <b>This is not an unmet transit need.</b>

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34			Route 33: Eliminate existing route assuming that changes addressing coverage for the SMUD-MOSAC are adopted for the route 15.			See comment #30.
35			Route 51: Realign route within downtown Sacramento to begin and/or end service terminus at the Sacramento Valley Station to allow better connection with light rail at Capitol Corridor service.			This service suggestion will be reviewed as part of the upcoming 2024 COA. <b>This is not an unmet transit need.</b>
36			Route 67: Recommended that service hours on all days needs to expand to the same operating hours as light rail to allow for better connection to regional destinations served by this route.			This service suggestion will be reviewed as part of the upcoming 2024 COA. <b>This is not an unmet transit need.</b>
37			Route 68: Recommended that service hours on all days needs to expand to the same operating hours as light rail to allow for better connection to regional destinations served by this route.			This service suggestion will be reviewed as part of the upcoming 2024 COA. <b>This is not an unmet transit need.</b>
38			Route 62: Realign route within Downtown Sacramento whereas the downtown terminus is the Sacramento Valley Station, rather than J Street at 3rd Street by the Holiday Inn Hotel allowing better connection to light rail and the Capitol Corridor service.			This service suggestion will be reviewed as part of the upcoming 2024 COA. <b>This is not an unmet transit need.</b>
39			Route 81: Return route to pre-pandemic service levels and increasing frequency to every fifteen minutes from start of service to 7pm and half hourly from 7pm to conclusion of service on weekdays, along with all day service on weekends and holidays.			SacRT is currently considering route improvements on the route #81. <b>This is not an unmet transit need.</b>
40			Route 81: Increase span of service hours to the same as the light rail system.			SacRT is currently considering route improvements on the route #81. <b>This is not an unmet transit need.</b>
41	Service	SRTD (incl. portions of Unincorporated Sacramento County)	Route 83: New route would operate from the Sacramento City College Light Rail Station to the University/65th Street Light Rail Station primarily via 14th Avenue where there is currently no connecting bus service through Sacramento's Oak Park Neighborhood on 30 minute headways M-F and 45 minutes on weekends.			This service suggestion will be reviewed as part of the upcoming 2024 COA. <b>This is not an unmet transit need.</b>
42			Route 88: Extend route to provide service to the unserved "River Oaks Neighborhood" of South Natomas, and continue to serve downtown Sacramento with the same frequency while extending operating hours to match light rail.			The area referenced is currently served by the SacRT SmarT Ride service that offers connections to other SacRT routes that serve downtown Sacramento. <b>This is not an unmet transit need.</b>

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43				Route E-110: Add service on Sundays/Holidays along current route alignment, and work in tandem with City of Elk Grove and Sacramento Zoological Society on a potential financial partnership and route extension to a new Sacramento Zoo location being proposed in the City of Elk Grove.		This service suggestion will be reviewed as part of the upcoming 2024 COA. Reasonableness will be determined after COA analysis.  <b>This is an unmet transit need that is not reasonable to meet at this time.</b>
44			Route 142: Eliminate route to reduce service redundancy with that of the proposed realignment of Route 11 if changes to Route 11 are successfully implemented.			There is no plan to eliminate the SacRT route 142.  <b>This is not an unmet transit need.</b>
45			Route 161: To reduce service redundancy with that of the draft proposed new Route 83, Route 161 is being proposed for complete elimination.			There is no plan to eliminate the SacRT route 161.  <b>This is not an unmet transit need.</b>
46				Elk Grove weekend bus service on all routes.		Four routes that serve Elk Grove currently offer service on Saturdays (E-110, 113, 114, and 116). All local routes serve the Cosumnes River College light rail station and provide connections to SacRT light rail and other SacRT bus routes. Weekend service on local routes serving Elk Grove will be reviewed as part of the upcoming 2024 COA. Reasonableness will be determined after COA analysis.  <b>This is an unmet transit need that is not reasonable to meet at this time.</b>
47			Alternative Blue Line: During construction of the new Dos Rios station operate single car light rail trains from Watt/I-80 station to the Globe Avenue station every 15 minutes to avoid a more extensive bus bridge during construction.			This service suggestion has been received. Various solutions to providing service during the construction of the Dos Rios station will be considered.  <b>This is not an unmet transit need.</b>
48			Alternative Blue Line: During construction of the new Dos Rios station operate two car light rail trains from Richards Blvd./Township 9 station to the Cosumnes River College station every 15 minutes including evenings, weekends and holidays during construction.			This service suggestion has been received. Various solutions to providing service during the construction of the Dos Rios station will be considered.  <b>This is not an unmet transit need.</b>

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49	Service	SRTD (incl. portions of Unincorporated Sacramento County)	Route 15: Extend the route into downtown Sacramento and operate once every fifteen minutes to provide frequent bus service between Arden/Del Paso Station, Globe Avenue Station, and Downtown Sacramento when two light rail stations along K Street and two light rail stations along 12th Street would be completely closed during construction of the Dos Rios Light Rail Station.			This service suggestion has been received. Various solutions to providing service during the construction of the Dos Rios station will be considered.  <b>This is not an unmet transit need.</b>
50			Route 86: Operate once every fifteen minutes while construction work takes place on the Dos Rios Light Rail Station.			This service suggestion has been received. Various solutions to providing service during the construction of the Dos Rios station will be considered.  <b>This is not an unmet transit need.</b>
51			Route 88: Operate once every fifteen minutes while construction work takes place on the Dos Rios Light Rail Station.			This service suggestion has been received. Various solutions to providing service during the construction of the Dos Rios station will be considered.  <b>This is not an unmet transit need.</b>
52			SacRT needs a bus from Folsom light rail (LR) across Orangevale, Citrus Heights, and North Highlands-Antelope.			Riders can currently take the SacRT route F-10 from the Historic Folsom light rail station to access the Citrus Heights-Antelope-Orangevale SmarT Ride on-demand bus service area.  <b>This is not an unmet transit need.</b>
53			SacRT should operate a bus going north-south on Hazel Ave to the Hazel light rail station.			SacRT currently operates route 109 the Hazel Express along Hazel Avenue from Orangevale to downtown Sacramento with two runs in the morning and two in the evening. There is not demonstrated demand for expanded service on Hazel Avenue in the area described by the commenter.  <b>This is not an unmet transit need.</b>
54			There needs to be a light rail station halfway between Mather and Butterfield.			The SacRT route 78 provides bus service along the corridor between the Mather Field/Mills and Butterfield light rail stations.  <b>This is not an unmet transit need.</b>
55			More buses connecting Sacramento and Placer counties			Numerous bus routes operated by various regional transit operators provide services that connect Sacramento and Placer counties.  <b>This is not an unmet transit need.</b>
56			More buses going to Folsom Lake.			There is not demonstrated demand for transit service to Folsom Lake.  <b>This is not an unmet transit need.</b>

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57			Extend SacRT Bus Route 38 to the River District (RBOC), which would connect Tahoe Park and UC Davis Medical Center directly to the River District.			The SacRT route 38 provides service to downtown Sacramento and connects with both the Greenline light rail and SacRT route 11 that serve the State Riverside Boulevard Office Complex located in the River District.  <b>This is not an unmet transit need.</b>
58	Operations	SRTD (incl. portions of Unincorporated Sacramento County)	SacRT should switch to all plastic seats to improve the cleanliness of buses and light rail.			<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>
59	Operations	SRTD (incl. portions of Unincorporated Sacramento County)	SacRT GO paratransit services need to be more timely and not run late.			<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>
60			Subscription SacRT Go riders should be prioritized to avoid late pickup and dropoffs.			<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>
61			Improve safety on light rail and more people will ride it.			<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>
62			The Iron Point light rail station is not clean.			<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>
63			Make clear that light rail riders need to indicate their stop and push the button to open doors at their station.			<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>
64			The transit/light rail ticket purchase system is easy to use.			<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>
65			Light rail vehicles are clean.			<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>
66			Excessive transfer waits (untimed transfers) are an ongoing issue.			<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>

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67	Service	Other	Route PCT-10 - provide 30-minute weekday peak period frequencies from 5 AM to 9 AM and 3 PM to 7 PM, while maintaining existing hourly frequency throughout the remaining service hours, while expanding hourly frequency from 7pm to 11pm from the Watt/I-80 light rail station.			<i>This comment will be forwarded to PCTPA staff to include in that agency's Unmet Transit Needs process.</i>
68			Route PCT-10 - Weekend/Holiday service hours on an hourly frequency is being proposed here to match the operating hours of light rail to improve weekend/holiday connections between Placer and Sacramento counties.			<i>This comment will be forwarded to PCTPA staff to include in that agency's Unmet Transit Needs process.</i>
69			EDT Route 50X: This route connects the City of Placerville in El Dorado County with the Iron Point Light Rail Station in the City of Folsom in Sacramento County. This route should operate every 30 minutes M-F from 5 AM to 9 AM and 3 PM to 7 PM and hourly for all hours that light rail operates.			<i>This comment will be forwarded to EDCTC staff to include in that agency's Unmet Transit Needs process.</i>
70			EDT Route 50X: This route should operate hourly on the weekends and holidays.			<i>This comment will be forwarded to EDCTC staff to include in that agency's Unmet Transit Needs process.</i>
71	Operations	Other	Action needs to take place to allow for each transit provider to accept each others tickets, passes, and transfers for providing a more seamless travel experience for regional riders.			<p>The Connect Card universal transit fare card can be used on a majority of the transit services in the SACOG region allowing for a seamless travel experience for most riders.</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>