

**TRANSIT NEEDS PUBLIC HEARING
FOR THE FOUR COUNTIES (Sacramento, Sutter, Yolo, and Yuba)
MINUTES**

**October 23, 2023 – 6:00 P.M.
HEARING HELD VIA ZOOM**

The hearing was conducted by Michael Saragosa representing the SACOG Board of Directors, with Barbara VaughanBechtold of SACOG staff, Linda Alemania and James Haven of Davis Community Transit representing the Yolo County Social Service Transportation Advisory Council (SSTAC), Mikki McDaniel representing South County Transit Link (SCT/Link), Matt Mauk representing Yuba-Sutter Transit, Sarah Poe representing the Sacramento Regional Transit District, Daisy Romero representing Yolo Transportation District, Jim Kaiser of United Cerebral Palsy representing the Sacramento County SSTAC, and Jennique Lee and Lindsey Wells of FREED representing the Yuba and Sutter counties Joint SSTAC.

Mr. Saragosa 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 4-county area.

Ms. VaughanBechtold gave a brief overview of the Unmet Transit Needs Process. The operators in attendance briefly described their agency's services.

No attendees not on the hearing panel attended the Unmet Transit Needs hearing. No one testified at the hearing, and twelve (12) items of correspondence were received. All Unmet Transit Needs comments are listed below.

Director Saragosa opened the hearing to public comment.

SUMMARY OF PUBLIC TESTIMONY

1. None.

CORRESPONDENCE

1. Michael Barnbaum, Sacramento, CA

SACOG Unmet Transit Needs for the Formal Fall (October) '23 Hearings

Each year, within the State of California, regional transportation planning agencies or RTPAs are responsible for carrying out the annual unmet transit needs process. Within the 6-County Sacramento Region, which covers Sacramento, Yolo, El Dorado, Placer, Yuba, and Sutter Counties, the Sacramento Area Council of Governments or SACOG, carries this responsibility for a 4-County region that includes Sacramento, Yolo, Yuba, and Sutter Counties. The El Dorado County Transportation Commission carries the responsibility for this process in El Dorado County, while the Placer County Transportation Planning Agency carries the responsibility for this process in Placer County. Unmet Transit Needs comments that are of multiple RTPAs are

then shared across jurisdictional lines when an existing route or comment is made that involves more than one RTPA within the existing route, comment, and/or suggestion.

The following report/dissertation/analysis was written and composed by transit rider/advocate/supporter Michael Andrew Barnbaum. Michael is a California native - born and raised in the San Fernando Valley of Los Angeles County. After graduating from Calabasas High School in 1993, Michael attended Cuesta College of the San Luis Obispo Community College District in fiscal years 1993-1994 and 1994-1995. After achieving enough community college credits without graduating, Michael was successfully able to transfer to California State University at Sacramento for the 1995-1996 fiscal year. Michael attended "Sacramento State" for an additional three fiscal years and graduated with a Bachelor of Arts degree in Government in 1999. Michael's concentration of study was California State and Local Government. Michael then went on to work at regionally based non-profit PRIDE Industries from July 2000 to May 2021 in a variety of production facility positions. His time with this one employer lasted over twenty years. It wasn't until May 2021 that Michael was successful in gaining full time employment in the industry he loves and utilizes most in his daily life - public transportation. Since May 2021, Michael has worked as a Sacramento Regional Transit District Transit Ambassador, where he provides both customer service and friendly enforcement of rules, regulations, and laws aboard light rail trains and at light rail stations so as to ensure every customer enjoys a safe, enjoyable, and positively memorable riding experience on every ride they take. In the case of this particular report/dissertation/analysis, Michael used his time away from his paid position, as doing this particular work is not within his job description, job duties, and job responsibilities. The route suggestions and recommendations below are completely independent of what Michael is paid to do, and therefore did this project without compensation nor at taxpayer expense. Michael's non-work contact information regarding this project is provided at the end of this project.

Light Rail: (Blue and Gold) Light rail would undergo schedule realignment on weekends and holidays only. Existing Sunday morning schedule along with existing Saturday night schedule would become the new operating schedule for all weekend and holiday mornings and nights. Existing 30-minute morning frequency and start times along with the transition on Sundays/Holidays mornings from 30-minute frequency to 15-minute frequency will be implemented on Saturday mornings, therefore creating a consistent weekend morning schedule throughout all weekend and holiday mornings. For nights and evening service, the existing Saturday evening/night schedule would be implemented on Sundays and Holidays. Current daytime 15-minute frequency on Sundays/Holidays before transitioning back to 30-minute frequency for evenings/nights would be changed to match the existing schedule that is currently in effect on Saturday evenings/nights. In addition, 30-minute evening/night frequency and span of service hours currently in existence on the Saturday schedule, would also become the same for the Sunday/Holiday schedule so as to provide passengers the opportunities to ride later in the evening/night hours on the Sunday/Holiday schedule as they currently do on the Saturday evening/night schedule. These changes, relatively speaking, should be more cost neutral than not for light rail, and provide back to the passengers, a weekend/holiday train schedule that is consistent and gives everybody involved a sense of simplicity and understanding.

Route 1: Extend every other existing trip to Historic Folsom (Sutter Street) Station from Sunrise Mall Transit Center via Greenback Lane. This route extension would provide coverage along

Greenback Lane east of Sunrise Mall Transit Center where there is currently no fixed route service coverage.

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. The new “all day” route would operate seven-days-a-week with frequency of service being every 45 minutes during the same operating hours as light rail (Blue and Gold Lines) so as to provide connectivity throughout any given transit service day.

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. From the Hazel Station cutaway bus yard, route would operate via Aerojet Road, Folsom Boulevard, Hazel Avenue/Sierra College Boulevard, and Rocklin Road to the existing Sierra College Transit Center. Connections to Placer County Transit Route 10 and Route 20, along with Roseville Transit Route E can be made at the Sierra College Transit Center. This potential route could operate under an operating partnership between Sacramento Regional Transit District and Placer County Transit, similar to how the already existing Route 138 “Causeway Connection” does today, in which service operates every hour, but trips alternate as to the transit agency responsible for specific trips in both directions of travel.

Route F-10: Introduce weekend/holiday service on this City of Folsom route that is operated by Sacramento Regional Transit District and operate service during the same operating hours as light rail (Gold Line) while maintaining current frequency and/or improving frequency to no better than service once every 45 minutes. Eliminate service in the route segment/alignment between Historic Folsom (Sutter Street) light rail station and the Main/Madison intersection if route one description in this dissertation/report/analysis is ruled as an “unmet transit need reasonable to meet” by the Sacramento Area Council of Governments Social Services Transportation Advisory Council.

This comment will be forwarded to PCTPA staff to include in that agency’s Unmet Transit Needs process. - Route PCT-10: This route takes riders from the Watt/I-80 light rail station to the Auburn/Conheim Amtrak Station in Auburn, with limited stops at the Louis/Orlando Transfer Point, Westfield Galleria at Roseville, and Sierra College in Rocklin. To resolve unmet transit needs, it is being proposed here to provide 30-minute weekday peak period frequencies from 5am to 9am and 3pm to 7pm, 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. Weekend/Holiday service hours on an hourly frequency is also being proposed here to match the operating hours of light rail to improve weekend/holiday connections into Downtown Sacramento and South Sacramento. Coordination between bus route and light rail would be essential so that bus passengers transferring to the last existing light rail trip at Watt/I-80 would be able to make their bus-to-rail connections. As of Fall 2023, the last trip from Watt/I-80 to Cosumnes River College departs at 2248 (10:48pm) six days a week, and 2048 (8:48pm) on Sundays/Holidays. A separate unmet transit need listed in this report discusses how to resolve unmet transit needs for light rail frequency and span of service hours on weekends and holidays, and how to equalize them to eliminating any future passenger confusion.

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. Service hours would be daily from 0400 to 2300 (4am-11pm) and operate once every 45 minutes. Existing route, under realignment in the central business district between Richards Boulevard and Broadway would be aligned to operate from Richards via 7th Street, P Street, 3rd Street, Broadway, 5th Street, Q Street, 8th Street, and F Street back to Richards Boulevard via North 7th Street. Coverage along Riverside Boulevard and the Land Park Neighborhood would be replaced and provided by new Route 2 with all day service between Downtown Sacramento and the Pocket Transit Center. Bus service to/from Sacramento City College and Downtown Sacramento would be provided by existing Route 62.

Route 13: Eliminate all service east of the Arden/Del Paso Light Rail Station and replace with new Route 29. See Route 29 for complete details.

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. Layover and bus operator break area would be near and on 8th Street near T Street. Due to safety concerns and lack of safe sidewalk infrastructure along northbound Jibboom Street, route would access Richards Boulevard from downtown Sacramento via 8th Street, I Street, and Interstate Five, then use Richards Boulevard to Sunbeam Avenue, Sproule Avenue, North 16th Street, and then Del Paso Boulevard from Highway 160 to return to North Sacramento and Watt/I-80 Light Rail Station. The need for the extension back into Downtown Sacramento is mainly due to the newly opened “Sacramento Municipal Utility District Museum of Science and Curiosity” (SMUD-MOSAC) and the need to provide service coverage there, as a location attractive to families and young children.

Route 19: Service in North Highlands would be realigned to eliminate redundancy with Route 26. Under realignment, service 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. This realignment satisfies a goal set out in the board approved SacRT short range transit plan and resolves many passenger complaints by providing service coverage on Route 19 to a section of Elkhorn Boulevard and Greenback Lane that was previously provided by old Route 80 prior to “SacRT Forward” implementation in September 2019. In addition, service on Route 19 would be improved to operate on all days at a frequency of once every 45 minutes.

Route 23: Realign service within the City of Citrus Heights to eliminate redundancy of coverage of that of Route 1. Under realignment, service would operate under the current route alignment from the Arden/Del Paso Station to the intersection of San Juan Avenue and Greenback Lane in Citrus Heights. From this intersection, service coverage and alignment would continue via San Juan Avenue, Sylvan Road, and Auburn Boulevard to the Louis/Orlando Transfer Point to connect with Routes 21, 25, 93, 193, as well as Roseville Transit and Placer County Transit. Service along Greenback Lane between San Juan Avenue and Sunrise Mall Transit Center would be provided by existing Route 1, which is generally operating once every fifteen minutes in frequency.

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. Splitting Route 13 at the Arden/Del Paso Light Rail Station into Route 13 and Route 29 would eliminate rider confusion, especially at the Arden/Del Paso Light Rail Station where riders see their route approaching, board the bus, only to find out once the bus operator leaves that the route was going the opposite direction that they intended to travel. Having different route numbers, especially based on direction of travel, is a great sense of relief for the everyday rider. One example where this practice went into effect was in Rancho Cordova at the Mather Field/Mills Station where the Sacramento Regional Transit District split Route 75 into Route 75 traveling towards the old Town of Mather, and Route 78 that travels along Folsom Boulevard to the Butterfield Light Rail Station and the Rancho Cordova Library at Folsom Boulevard and Horn Road.

Route 33: Eliminate existing route. Assuming that changes addressing coverage for the SMUD-MOSAC are adopted and the description for Route 15 is adopted by the Social Services Advisory Council of the Sacramento Area Council of Governments as an “unmet transit need that is reasonable to meet,” then it is therefore being recommended, mainly due to potential duplication and redundancy, that existing route 33 be completely eliminated. Eliminating this route is set to occur once the Dos Rios Blue Line station opens for passenger revenue service. Eliminating this route earlier than the originally anticipated date of elimination, in combination of re-extending route 15 to downtown Sacramento would provide a more efficient bus route for the Richards Boulevard area and connect riders more effectively to destinations along that route like the SMUD-MOSAC that route 33 was unable to do with its existing route alignment. Therefore, eliminating this route, is a great action.

YTD Route 42 A/B: The recommendation for this YoloBus Route is to operate on a frequency of once every thirty minutes throughout the service day on its existing route alignment in both directions of travel. Operating this route at once every thirty minutes throughout the service day would allow passengers to memorize the published timetable and realize that at their timepoint that the bus route would be there at exactly two times per hour throughout the service day. The portions of this route that are currently at once every forty-five minutes can become a bit confusing to riders ability to know exactly what two times after each hour that their bus route would be at specific timepoints.

This comment will be forwarded to EDCTC staff to include in that agency's Unmet Transit Needs process. **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. Currently, service operates mostly every hour, with some gaps in service. There is presently no weekend/holiday service and no reciprocal agreements in place to accept tickets, passes, and/or transfers from one transit provider to another. To resolve unmet transit needs, it is being proposed here that this route operate every 30 minutes on weekdays from 5am to 9am and 3pm to 7pm while operating hourly at all other weekdays times while light rail (Gold Line) is in operation. In addition, hourly weekend/holiday service is being proposed during the operating hours of light rail throughout the weekend and not just exclusive to Saturdays only. Lastly, a coordinating meeting and action needs to take place to allow for each transit provider to accept each others tickets, passes, and transfers for providing smoother and friendlier customer service policies, while maintaining all other rules and policies in effect.

Route 51: Realign route within downtown Sacramento to begin and/or end service terminus at the Sacramento Valley Station. Existing service in downtown ends at 8th and F Streets, and

begins again at 7th and G Streets by the Sacramento County Sheriff's Department Headquarters Building. This end and beginning is not of benefit to bus operators as it does not provide restroom facilities for operators taking their break. Sacramento Valley Station Amtrak Agents provide uniformed SacRT employees with a restroom code on all days, including weekends and holidays as long as it is during open station hours of 5am to Midnight. In addition, riders can connect to Light Rail (Gold Line) or Amtrak passenger rail and bus services at Sacramento Valley Station, whereas at 8th and F/7th and G Streets does not offer.

Routes 67 & 68: These two routes are companions of one another, as both routes travel between Arden Fair Mall and Cosumnes River College on all days. While route changes are not being recommended to either route at this time as far as resolving any unmet transit needs, it is being recommended, based on customer/rider feedback that service hours on all days needs to expand to the same operating hours as light rail, especially to address concerns in and around both the Arden Fair Mall and the Cal Expo areas. The main complaint(s) circulating around these two companion routes is that they need to operate late into the evening/night to capture audiences that want to work at the Arden Fair Mall, attend the state fair, and work at or attend Sacramento Republic FC matches at Heart Health Park, located at the far west end of Cal Expo. Operating these companion routes well into the evening will help resolve the unmet transit needs mentioned, attract and increase ridership to the general public, and in addition help Cosumnes River College students, faculty, and staff be on campus at night for night classes, sporting events, and other campus activities, while providing an excellent amount of span of service hours that will be attractive enough to consider use of alternative means of transportation instead of driving or ride hailing services like Uber and Lyft.

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. This realignment would provide riders in South Sacramento service from the Pocket Transit Center and Sacramento City College along with riders of the upcoming ACE/San Joaquin Train services at the upcoming new Midtown Sacramento Station with service and convenience to and from Sacramento Valley Station. Sacramento Valley Station will continue to remain a major connection location to Amtrak Capitol Corridor and Amtrak long distance train services, as well as Amtrak Thruway bus services. All trips at the Pocket Transit Center can continue to change into Route 56, on all days, that travels via Pocket Road, Meadowview Road, and Mack Road to Cosumnes River College.

Route 81: Return route to pre-pandemic (COVID-19) service levels and improve 65th Street Expressway frequency to every fifteen minutes from start of service to 7pm. From 7pm to conclusion of service on weekdays, along with all day service on weekends and holidays, 30-minute frequency would apply for the entire route between Florin and Riverside to the University/65th Street light rail station. Allow span of service hours to begin and end each day with the same operating hours as light rail (blue line and gold line) so as to improve connections and connectivity between bus and rail.

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 through Sacramento's Oak Park Neighborhood. From Sacramento City College Light Rail Station and Hughes Stadium, route would be aligned via Sutterville Road/14th Avenue to 82nd Street, Belvedere Road, Florin Perkins Road, Folsom Boulevard, and 67th Street to Q Street. The layover/bus bay would be on

67th Street (facing south) at Q Street. The specific spot is currently a STOP sign, and has been heavily utilized by Sacramento Regional Transit District for weekend bus bridges during the light rail modernization project when the 29th Street to Power Inn bus bridge had to be implemented. This route would operate once every thirty minutes on weekdays, and once every forty-five minutes on weekends during the same span of operating hours as light rail (Blue and Gold Lines) for connectivity to trains and other bus routes.

Route 88: To provide service to the unserved “River Oaks Neighborhood” of South Natomas, and continue to serve downtown Sacramento, route would extend along West El Camino Avenue from Gateway Oaks Drive to Eastbound Interstate 80 then Southbound Interstate 5 to the J Street Exit, continuing to the current route endpoint of J Street at 11th Street, before returning to the Arden/Del Paso Station by way of both Interstates 5 and 80 and the current unserved portion of West El Camino Avenue in the “River Oaks Neighborhood” of south Natomas. Existing frequency and days of service would remain unchanged, while span of service hour would expand on all days to operate during the same operating hours as light rail (Blue Line and Gold Line) to increase connections opportunities for riders.

Route SCT-99: This route is the South (Sacramento) County Link and “links” the Sacramento Regional Transit District at Cosumnes River College to the San Joaquin Regional Transit District at the Lodi Intermodal Station with additional connections to Amtrak San Joaquin Trains serving the San Joaquin Valley with train service as far south as Bakersfield, California. This route currently operates weekdays only and does not accept tickets, passes, or transfers from Sacramento Regional Transit District. To resolve unmet transit needs, it is being proposed here that this route provide 30-minute weekday peak hour frequency from 5am-9am and 3pm to 7pm while maintaining hourly service throughout each weekday. In addition, 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. Lastly, a coordinating meeting and action needs to take place to allow for each transit provider to accept each others tickets, passes, and transfers for providing smoother and friendlier customer service policies, while maintaining all other rules and policies in effect.

Route 102: Change route number to “Route 2” and operate as an all day route on all days of the week. See “Route 2” description for details.

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. While not yet final as of Summer 2023, the Sacramento Zoo has outgrown its current location in Sacramento’s South Land Park Neighborhood and is at risk of its accreditation not being renewed. A potential move to land it is currently in exclusive negotiating agreements with the City of Elk Grove. The proposed site for the Sacramento Zoo would be on Lotz Parkway and Kammerer Road. The potential extension of Route E-110 could possibly align the route from Sky River Casino to Promenade Parkway, Kammerer Road, and Lotz Parkway, ending at the new Sacramento Zoo location. This route extension would be pending entering into a financial partnership agreement with both the City of Elk Grove and the Sacramento Zoological Society and would only proceed forward on the notion that the Sacramento Zoo would move from Land Park to the City of Elk Grove.

Route 142: Eliminate route. To reduce service redundancy with that of the draft proposed realignment of Route 11, Route 142 is being proposed for complete elimination. If changes to Route 11 are successfully implemented, riders could use Route 11 for travel between the central business district and Sacramento International Airport while also including destinations in South Natomas and North Natomas via Truxel Road and Natomas Boulevard as additional options.

Route 161: Eliminate route. To reduce service redundancy with that of the draft proposed new Route 83, Route 161 is being proposed for complete elimination. Route 83 would provide riders displaced of eliminated Route 161 with new all day service during light rail operating hours with service along Folsom Boulevard, Florin-Perkins Road, and Belvedere Avenue. With the Route 161 being proposed for elimination and replaced by new Route 83, riders to Belvedere would now be provided with service to underserved 14th Avenue and Sacramento's Oak Park Neighborhood. The proposed route alignment for new Route 83 would resolve an unmet transit need with a road (14th Avenue) that has not had dedicated transit service since June 2010, when approximately 20% of all bus and light rail service was eliminated during the Great Recession.

Report/Dissertation/Analysis Respectfully Submitted By:
Michael Andrew Barnbaum, Public Transportation Advocacy and Consulting

2. Brittany Pierce, Elk Grove, CA

A bus is needed from the Highway 99 side of Elk Grove to Richard's Blvd to the Riverside Boulevard Office Complex (RBOC – 651 Bannon Street, Sacramento) at 7am and return to Elk Grove at 5pm.

3. Huiyan Wu, Sacramento, CA

1. Not enough buses from Natomas to downtown Sacramento. It would be nice if the bus route can accommodate my routine/need by letting me submit my individual request for time and day to pick up.
2. No bus from Anatolia in Rancho Cordova to the light rail station in Zinfandel. No bus transportation from Rancho to Cordova directly to the Riverside Boulevard Office Complex (RBOC). Again, will appreciate if the bus route can be customized to fulfill my individual need.
3. No direct transportation from Rancho Cordova/Natomas to the new CDTFA building in the RBOC.

4. Paul Stadler, Anonymous, CA

I take the Amtrak in to Sacramento for my commute to work (CA Dept. of Tax and Free Administration). Since the CDTFA HQ building will be relocated to the Richards Blvd. Office Complex in 2024 I will have a longer walk from the Amtrak station. Is there a better solution that can take me from the Amtrak station to the new CDTFA HQ building on Richards Blvd.? It would be great if there was a shuttle or bus route that could take me to my HQ building. Thanks!

5. Angela Howe, Sacramento, CA

I work for the CA Dept. of Tax and Fee Administration. Our new building will be out at the Richards Blvd. Office Complex. The Light Rail main lines [Blue and Gold] do not make a direct connection to that location. I already have to drive and park just to get to a light rail station. Now I have to wait an additional 15 minutes to transfer to the Greenline. If you have taken Light Rail, you know transfers are incredibly inconvenient and at times dicey. There are NO direct routes to this location, every line has to transfer. This is highly inconvenient.

6. Eric Matlock, Sacramento, CA

The SacRT GO ADA paratransit services can be better at getting riders places more on track with better timing. I wish the SacRT GO service went to the Delta Shores shopping center in Sacramento.

7. Miguel Barraza, Sacramento, CA

I was going to omit my suggestion of a shuttle bus/van in North Oak Park. But, since Caity Maple nominated me for transportation rider of the year in district #5 in Sacramento, I've changed my mind, and wish to ask for one again.

8. Anuar Kubivev, Sacramento, CA

Hello,

I moved to Sacramento in January from New York City. There I rode only the subway, ferry and buses. And because all the seats are plastic, they are clean. Additionally, the MTA washed the vehicles all the time, even after the pandemic. But in Sacramento there are only 15% of buses that have plastic seats. The other 85% have fabric seats, and they are very dirty. Can you please clean them or change to plastic seats?

9. Eric Matlock, Sacramento, CA

Hi,

The Paratransit [SacRT GO] is always about 30 minutes late. I called customer service so they are aware of the issue. I take the service to a Day Program, and in the afternoon they are always 90 minutes late to pick up. This was outside program hours of 9 AM to 3 PM, so they finally picked me up around 5pm and I did not get home until 5:40 PM. The was the second time Paratransit was 90 minutes late. They should give subscription riders more priority since they are going to and from the same places on the same times at the same time of day. They may have issues but I hope they'll improve. In the future I wish paratransit service could go to the Delta Shores shopping center.

Thanks, Eric Matlock

10. Sergio Rocha, Sacramento, CA

Hello,

I would like to address unmet transit needs in the Sacramento River District. Currently, there are several residential and commercial projects in planning/construction phase in the area, which will bring an influx of residents and workers in the near future, especially during peak commuting hours. However, there are currently only two public transit options to access the River District: Bus Line 11 and Light Rail Green Line.

The two current options give Natomas, Downtown/Midtown, and Land Park areas direct access to the River District; however, the eastern areas (East Sac, Oak Park, Tahoe Park) do not have a direct transit line to the River District. One solution could be to extend Bus Line 38 to the River District, which would connect eastern neighborhoods and job centers (CSUS, UC Davis Med Center, Sutter Medical) directly to the River District.

Thank you very much for your consideration.

Sincerely,

Sergio Rocha

11. Lynn Colonico, Sacramento, CA

I have a visual impairment and have used SacRT since 1997. My biggest concern is lack of service frequency. My biggest pet peeve is that light rail should run at 15 min intervals until at least 8 PM on all lines not just the Gold Line. Excessive transfer waits are an ongoing issue, and several bus lines could benefit from more frequent service. Those lines that serve colleges and hospitals/clinics should be prioritized for more frequent service.

12. Betty Henderson-Sparks, Elk Grove, CA

When will Elk Grove have weekend bus service on all routes? Thank you.

**TRANSIT NEEDS PUBLIC HEARING
IN SACRAMENTO COUNTY
MINUTES**

**October 26, 2023 – 1:00 P.M.
City of Galt Council Chambers**

The hearing was conducted by Rich Lozano representing the SACOG Board of Directors, with Barbara VaughanBechtold of SACOG staff, and Mikki McDaniel, Makinzie Clark and Edgar Franco representing South County Transit Link (SCT/Link), also representing the Sacramento County Social Services Transportation Advisory Council.

Mr. Lozano 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 4-county area.

Ms. VaughanBechtold gave a brief overview of the Unmet Transit Needs Process. Ms. McDaniel described the existing SCT/Link transit services.

One attendee not on the hearing panel attended the Unmet Transit Needs hearing. One person testified at the hearing, and one item of correspondence was received (shown in the correspondence section of the minutes for the 4-County Remote Hearing). All Unmet Transit Needs comments are listed below.

Director Lozano opened the hearing to public comment.

SUMMARY OF PUBLIC TESTIMONY

1. Les Pung, Galt, CA

Mr. Pung provided two comments:

1. The SCT/Link dial-a-ride pick-up and drop-off points at the Walmart on Twin Cities Road are presently inconveniently located with too much pedestrian traffic right at the front doors to the store.
2. The Highway 99 Express service should operate on Saturdays to give more access to people who need to leave Galt on weekends.

CORRESPONDENCE

1. See the comment regarding the Highway 99 Express service in the correspondence section of the minutes for the 4-County Remote Hearing.

**TRANSIT NEEDS COMMUNITY OUTREACH EVENT IN
FOLSOM/SACRAMENTO COUNTY, INCLUDING THE CITIES OF CITRUS HEIGHTS,
ELK GROVE, FOLSOM, RANCHO CORDOVA, SACRAMENTO, AND
THE SACRAMENTO REGIONAL TRANSIT DISTRICT
MINUTES**

October 28, 2023 – 8:00 A.M.

Community Outreach Event – Historic Folsom Farmer’s Market

The Community Outreach Event at the Historic Folsom Farmer’s Market was held by Barbara VaughanBechtold, SACOG staff; Sarah Poe representing the Sacramento Regional Transit District (SacRT) and the Sacramento County Social Service Transportation Advisory Council (SSTAC).

Two people provided comments at the event. All other items of correspondence received are shown in the correspondence section of the minutes for the 4-County Remote Hearing.

SACOG staff and other transit agency staff arrived at the Historic Folsom Farmer’s Market at 8 AM and spoke to interested members of the public until 11 AM.

SUMMARY OF PUBLIC TESTIMONY

1. Hanh Xiong, Folsom, CA

Folsom needs more bus routes downtown. Light rail needs to run later at night. Folsom feels disconnected from the City of Sacramento.

2. Amanda Ross, Folsom, CA

Ms. Ross wants to ride light rail, but doesn’t currently feel safe doing so. She would like to see more SacRT staff checking tickets on the light rail. She stated that the Iron Point light rail station is not clean. Ms. Ross didn’t know that light rail doors don’t always open at every stop without indication from riders (pushing button or indicator on board). She thinks that the ticket system is easy to use and that light rail vehicles are clean. She would like to see transit become more accessible as a travel mode for more people to move across the region. Ms. Ross would also like to see express light rail service available reducing travel time to other areas in the system.

CORRESPONDENCE

1. See other comments regarding SacRT transit services in the correspondence section of the minutes for the 4-County Remote Hearing.