

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

**October 25, 2022 – 6:00 P.M.
HEARING HELD VIA ZOOM**

The hearing was conducted by Shon Harris representing the SACOG Board of Directors, with Barbara VaughanBechtold of SACOG staff, Linda Alemania and James Haven of Davis Community Transit representing the Sacramento County Social Service Transportation Advisory Council (Sacramento County SSTAC), Benjamin Rady and Edgar Franco representing South County Transit Link (SCT/Link), and Keith Martin representing Yuba-Sutter Transit.

Mr. Harris 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. Mr. Franco described the existing SCT/Link transit services and Mr. Martin described existing Yuba-Sutter Transit services.

Three attendees not on the hearing panel attended the Unmet Transit Needs hearing. Two people testified at the hearing, and 12 items of correspondence were received. All Unmet Transit Needs comments are listed below.

Director Harris opened the hearing to public comment.

SUMMARY OF PUBLIC TESTIMONY

1. Rick Hodgkins, Sacramento, CA

Mr. Hodgkins works with a number of organizations that support those in the developmentally disabled population.

Mr. Hodgkins gave the following comments:

- There is no service from the Louis and Orlando transfer center to the SacRT light rail station on Sunrise Blvd. There are marked stops that state they currently have no service. Mr. Hodgkins said that he'd like to see a reinstatement of service similar to what was offered previously by the SacRT route 91.
- When is light rail to Natomas coming?
- He would like to be able to take paratransit service home from the State Fair and other late night activities like New Year's celebrations.

2. Lisa Cooley, Sacramento, CA

Ms. Cooley is a developmental disability advocate in Sacramento. She would like to see back-up transportation for those using paratransit and the service is frequently not timely enough to get people where they need to go. Ms. Cooley would also share that she feels there need to be stronger relationships between paratransit providers and taxi and rideshare companies to give those that use paratransit services more options. She would also like to see paratransit to go back to taking reservations from 7 AM – 7 PM rather than the current rider request hours of 8 AM – 5 PM since the current times are not convenient for those who work during the day. Ms. Cooley also provided further comments via correspondence below.

CORRESPONDENCE

1. Lisa Cooley, Sacramento, CA

Ms. Cooley provide a few comments:

- Create a partnership with United Cerebral Palsy and other transportation providers to provide wheelchair users and other people who have disabilities with reliable and safe backup transportation options. It is difficult to get and keep a job if you have a disability and rely on Paratransit to help you get around.
- Please require cab companies (City of Sacramento) to have more than six wheelchair accessible cabs available for customers who need access to a cab with qualified drivers and alternative payment methods for customers who don't have a credit card.
- Work with senior centers to simplify the eligibility process for Paratransit for senior citizens. Simplify the paperwork to become eligible for Paratransit.

2. Cindy Ruder, Sacramento, CA

Ms. Ruder provided information from 40+ individuals (below) who have developmental disabilities about transportation: what transportation they use, what's working for them, what's not working for them. The county is noted in parentheses where the location is not obvious from the comment.

The input was given at a Regional Meeting of self-advocacy chapters on Sept 24, 2022.

Comments related to unmet transit needs outside Sacramento County but within the four-county RTPA area will be reflected in the Unmet Transit Needs Comments Summaries for those counties. For comments outside the four-county RTPA they will be forwarded to the appropriate RTPA that conducts their own unmet transit needs process.

Cindy Ruder
Supported Life Institute
Self Advocacy Chapter Coordinator

Input on Transportation from September 24, 2022 Regional Meeting

What transportation do you use?

- Alta paratransit coupon
- Monthly Alta pass
- Rides from my job coach
- Yolo bus
- Davis community transit
- Lyft, Uber
- Have my own car and staff drive it
- Have my own car, my parents drive.
- RT connect card
- Paratransit
- Davis community transit
- Used to have passes for paratransit
- Used Uber and Lyft
- Lyft
- Sometimes mom drops off
- Paratransit
- Diamond cab to get to Alta meetings
- Roseville transit
- Dial-A-Ride in Yuba/Sutter
- Staff cars
- Walk
- Unitrans bus
- Bike
- Yolo Bus
- Davis Community Transit (DCT)
- Parent' car

What's working well with transportation

- Advocates joined the Yolo transportation committee many years ago and continue to be on this committee. To ensure that people who rely on transportation were able to get around at all times and to a variety of places.
- Yolo County has great services for people who want to get somewhere independently.
- If you live in Sacramento you can attend paratransit board meetings to talk about paratransit problems.
- If paratransit gets me to a location early, I can call my ILS worker to get picked up and go somewhere.
- I like that Dial-A-Ride is door-to-door and I get picked up on time.
- Yellow cab has 6 lift-equipped cabs.

What's not working with transportation

- Need more bike lanes. (Yolo)
- Need door-to-door services to run on time. (Sac)
- Roseville Dial-A-Ride can be difficult to navigate
- Not seamless between RT and Roseville
- Dial-A-Ride Yuba-Sutter needs more bus drivers.
- Not enough drivers. (Yuba-Sutter)

- Paratransit often runs late and they don't call me to let me know. (Sac)
- Roseville Dial-A-Ride is curb-to-curb, not door-to-door.
- Roseville paratransit only has 2 transfer points.
- I'm charged a no-show fee if I don't show up within 2 minutes. (Sac and Placer)
- Fixed route isn't available on Sundays, only Dial-A-Ride. (Placer)
- Amador- El Dorado Dial-A-Ride is not reliable.
- Sometimes I can't schedule Dial-A-Ride when I call. (Placer)
- Could use more bike lanes. (Yolo)
- Yellow cab is not reliable and leaves people stranded. It's hard to go to social events. It's not available and not safe. (Sac)
- Paratransit is not intercity transit. (Sac, Placer)
- Punctuality is expected from customers but not for themselves. (Sac, Placer)
- I wish there's intercity transportation using 1 bus. Maybe charge by mileage. (Sac, Placer)

3. Jeffery Lu, Sacramento, CA

Sac RT's new airport service from downtown Sac is wonderful. I've ridden it many times, and will always opt to take the bus whenever my flight times allow. However, the airport bus stops at around 10:30, and there are several flights arriving after that. Later bus service times would be immensely helpful.

Also, while I understand that the airport line may have to run electric buses due to state regulations (and that these buses are limited in range), I am wondering why the airport bus doesn't combine with a local route after entering Sacramento? I have to transfer buses to get to the airport, and there's a walk in between the two buses. not a big deal, but a more straightforward ride would be nice too

I recognize that riding the airport bus is likely low on the priority list of transit needs.

4. Theresa Nantor, Sacramento, CA

SacRTD needs to have a stop at/service to Delta Shores.

5. George, Folsom, CA

Traveling from Folsom to Sacramento by light rail is difficult on weekends, especially on Sundays. I often want to leave closer to 8 am, but I have no way to take public transit until 10. Additionally, getting to most of midtown from the light rail is far too inefficient to justify taking transit over driving.

6. Jacob Solorio, Sacramento, CA

The SacRT Gold Line ends the service day way too early and needs to be extended. Not only does the last train leave before the last Capitol Corridor, but also does not match the service needs in the surrounding SVS/DOCO/Old Sacramento area of Downtown.

The last train leaves SVS around 10:45pm, meaning that whoever is on that last Capitol Corridor train is forced to either drive or Uber/Lyft home from the station, and many of the surrounding businesses of DOCO and other nearby corridors surrounding the RT tracks cannot reliably use RT to make it home at night without either driving or using Uber/Lyft. Business hours may end prior to the last train's departure to Folsom, however as anybody in the service industry would tell you that doesn't mean that employees get to leave their job at that time, and many people are actually getting off of work an hour or more after the doors are closed.

Hours should also be extended to accommodate the vibrant nightlife in the area, and by not offering transit at a later hour you are indirectly encouraging drunk driving and unsafe motorist behavior, putting many people at risk. Pushing the Gold Line's service hours back to have the last train leave at 11:45pm (preferably later but I know \$ is tight) would be a tremendous benefit to workers, as well as tourists/visitors who aren't renting a car to get around Sac and opens up potential ridership from people who want to go out at night and would otherwise be spending upwards of \$20-60 on an Uber to make it home.

7. Sam, Sacramento, CA

Extend the light rail to the airport and make us a real city!!

8. Elizabeth Tilak, Sacramento, CA

I have not found transport to McKinley Park from Natomas Park. I am a senior citizen.

SACOG staff assisted Ms. Talik with transit trip planning and found her options to get her to McKinley Park from her home in North Natomas.

9. Gabriel Wiener-Brodkey, Sacramento, CA

I think there is a lot of "low hanging fruit" that RT could capitalize on to improve the overall experience of using RT. For one, on the light rail, revamping the stop announcements to include which side of the train the doors will open on and which bus routes and points of interest one can access from each stop. Possibly adding announcements in Spanish too. Portland's MAX light rail system has announcements in Spanish and their Spanish speaking population is way lower than Sacramento's. I don't think those changes are outside of the capability of the current light rail cars despite their age.

At light rail stations, at a baseline, ensuring that all ticket vending machines are working and accepting cash and card, as well as the validators for Connect Cards. Should be considered basic station infrastructure yet the machines and validators at 7th and Capitol, one of the busiest stations on the system, have been nonfunctional for over a year.

Also at light rail stations, making sure that the directions/signage reflect the current system's design. The signs at the 29th Street station, for example, appear not to have been updated since the Gold Line used to go from Folsom all the way up to Watt/I-80 without having to transfer, since the signs on the direction towards downtown say Watt/I-80 and Meadowview, which of course hasn't been the southern terminus of the Blue Line since 2015.

On buses, I think usability is better but it would be helpful to have route timetables for the bus lines posted on or near the stop/pole where the bus stop sign is attached. RT also needs to make real time bus arrivals via Google Maps a priority as I have seen that feature on public transit in much smaller cities than Sacramento. And the schedule times on Google Maps need to be audited to make sure they are synced with official RT timetables after any adjustments, as I have seen discrepancies which makes it hard to determine when the bus will actually arrive at my stop.

For Smart Ride, a lot of the vehicles sit idly in the RT parking lot under the freeway, and it seems like there is demand for more vehicles in each zone given wait times recently. Also, I think if the Downtown-Midtown-East Sac zone were expanded south to include Oak Park and Curtis Park eventually that would definitely give a lot of potential "choice" riders that live relatively close to downtown a good reason to try transit.

I would also strongly recommend either extending one of the Natomas routes (11 or 13) north to the airport, or taking existing 142 service and adding a stop or two in Natomas at busy

intersections (such as Truxel & San Juan) that are also close enough to the freeway exit/entrance to use as feeders to the airport route from areas other than downtown to simulate what the Green Line would look like and test how much demand there really is for light rail from downtown to the airport that also makes a bunch of stops in Natomas. If the demand between Natomas and the Airport isn't really there, maybe other smaller projects could take priority over lining up funding for this huge project.

10. Jade Hughes, Sacramento, CA

As someone who relies solely on public transportation to get around (and this includes myself, my partner and our kids 5-8 years old), I have many unmet transit needs. However, the most pressing one for me is the fact that to get to my college (ARC) from where I live downtown I have to take a train and a bus and it takes 90 mins if not more! I believe there should be much better access to all Los Rios colleges from downtown - not just Sac City and Consumnes River. ARC has some important programs that other colleges don't have.

That said, an expanded click to ride service [SmaRT Ride] would also work - every time I try to use it tells me that it's out of area.

Thanks!
Jade

11. Eric Field, Sacramento, CA

SmaRT Ride needs to be expanded to connect College Greens light rail station with Depot Park.

12. Lacey Field, Sacramento, CA

I live in the Rosemont area currently and there is no on demand transit to my address and all the buses and light rail are at least a mile away. This is very difficult for me because I care for an elderly person who can't drive and has limited mobility and so we have to hire a lyft every time we need to go anywhere. Also, the transit situation is currently designed to funnel people downtown, which is nice if that's where you are going but frustrating if you are trying to get across town. There is no bus that takes me to my local shopping area a mile and a half away, which is just a little too far to walk there and back, especially carrying groceries in the heat. And last but not least, please hurry with the ground level trains on the light rail. It is extremely hard to get up those stairs with my bicycle even as an able bodied person and I am not allowed to use the ramp and the doors close way too fast. Those stairs are almost impossible for people who have any kind of hip or knee issues and it's not realistic to expect everyone to use the front of the train. The doors close waaay too fast to allow people with mobility issues to board and people carrying things, they have closed on me and my bike multiple times, slowing everything down. If you need the train to be on time, perhaps adjust the schedule so that the train has time to allow people to actually board. Speaking of on time, it's very frustrating when the trains and buses show up and leave stops early, I have observed anywhere from 3 to 7 minutes. I time my day very closely and if a vehicle that only runs once an hour or half hour is early and I miss it then I am late to appointments and work. Having the buses blast through the smaller stops because the road is empty ahead and then wait at the transfer points means the folks in the

neighborhoods who need the bus most are not being served. Having the bus be a few minutes late is expected and normal, but early is not okay.

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

**October 26 – 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, Benjamin Rady and Edgar Franco representing South County Transit Link (SCT/Link), and Virginia Wieneke and Janice Labrado from ACC Rides 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 were received. All Unmet Transit Needs comments are listed below.

Director Lozano opened the hearing to public comment.

SUMMARY OF PUBLIC TESTIMONY

1. Virginia Wieneke, Sacramento, CA

Ms. Wieneke conveyed challenges Galt residents had shared with ACC Rides. Galt residents stated that there is no transportation to downtown Sacramento. Ms. Wieneke also requested that information regarding existing transit services that go from Galt to Sacramento be shared with her.

Mr. Lozano also shared how he has heard from senior residents of Galt regarding the challenge of traveling from Galt to downtown Sacramento, and that the existing service schedules are not conducive to traveling for medical appointments. Also, that seniors have challenges getting to transit stops, connecting to larger transit stops/transfer points, and traveling to their destinations in a timely fashion.

CORRESPONDENCE

1. Diane Thomas, Locke, CA

Ms. Thomas asked that the 5:30 PM run on the SCT/Link Delta route be reinstated. She said that it is difficult to get everything someone may need to do in Galt done and get back to the City Hall bus stop by the last Delta run at 3:30 PM. She takes the bus from Locke to Isleton and has to go all the way to the end of Isleton and must walk back approximately one mile along the main street to shop, etc. and then walk all the way back to get the bus back home. She thinks a couple of stops along the main street in Isleton would be helpful.

**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 29, 2022 – 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 and Hannah Tschudin, SACOG staff; James Drake representing the Sacramento Regional Transit District (SacRT) and the Sacramento County Social Service Transportation Advisory Council (SSTAC).

Six (6) people provided comments at the event and one item of correspondence was received.

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. Anonymous, Folsom, CA

More on time transit service with better connections for transfers between lines.

2. Michael Barnbaum, Sacramento, CA

Need for a partnership between SacRT and Placer County Transit to operate a route from the Hazel light rail station to Sierra College. Partnership could be similar to that in existence today on the “Causeway Connection.”

Also, Placer County Transit route 10 needs to expand later in the evening as well as adding Sunday service to better connect Placer County destinations to the Watt/I-80 light rail station.

The El Dorado County Transit route 50X needs hourly service on weekdays from the Iron Point light rail station to Placerville. Currently there are three trips missing during the day. Also, need to expand service hours/days to light rail hours along with weekend and holiday service too.

3. Anonymous, Folsom, CA

Make ticketing machines more user friendly – they are too difficult to use to get a ticket.

4. Anonymous, Folsom, CA

Light rail to the Sacramento International Airport is needed. We need more connections from light rail to other locations. Safety on the system is also a concern.

5. Anonymous, Folsom, CA

Transit connections between Roseville and the Highway 50 area are needed.

6. Anonymous, Folsom, CA

More bus service in Folsom is needed. Buses in Folsom should run on the weekends.

CORRESPONDENCE

1. Mike Barnbaum, Sacramento, CA

Fall 2022 SACOG Unmet Transit Needs

SacRT route 1 – Extend route to the Historic Folsom Station via Greenback Lane from Sunrise Mall on all days. Rename route as “Beltline.” Existing unmet transit needs is along the portion of Greenback Lane east of Arcadia Driver to Historic Folsom.

SacRT route 11 – Extend existing northern terminus of route to the Sacramento International Airport via Natomas Blvd, West Elkhorn Blvd., Highway 99, Elverta Road, Metro Air Parkway, Interstate 5, and Airport Blvd. Extend span of service on all operating days from 4 AM to 11:59 PM. Maintain service frequency of once every 45 minutes on all days.

SacRT route 23 – Realign route in Citrus Heights along San Juan Road, Sylvan Road, and Auburn Blvd. to the Louis and Orlando transfer center. Previously eliminated service along Greenback Lane would be covered by route 1. Realigned route would provide service coverage that does not exist on fixed route service today.

SacRT route F-10 – Expand service hours on weeknights to connect with light rail during light rail service hours. Add weekend/holiday service during light rail service hours.

SacRT route E-110 – Expand service hours on existing route to include Sundays/holidays, and to allow the last trip arriving at the Cosumnes River College from Sky River Casino at 11:36 PM on all nights.

SacRT light rail – Expand Sunday/holiday service at night by two hours on existing frequencies to “equal” the existing last trip times of Monday through Saturday in today’s schedule.

SacRT routes 26, 82, 84, and 87 – Expand night service on existing frequencies on all days to connect to and from light rail as most of these routes, along with route 81, serve not one, but at least two light rail stations.

SacRT route 142 – Expand frequency to every thirty minutes and/or eliminate route altogether and transfer all operating funds and costs to route 11.

2. Austin Wilmoth, Sacramento, CA

There should be a light rail stop at 19th and U. Currently there is an underutilized parking lot that could be shrunk and a pedestrian crossing could be added. This would create not just a new transit stop in a location but also make the grid more connected for walking and biking. This is also a great location with all the new developments going in around and on the old SacBee building lot.

3. Billy T., Sacramento, CA

The Little Pocket neighborhood should be connected to the SacRT light rail blue line via a bus route. It's too far of a walk to the Fruitridge station.

The green line to the airport would be amazing. Other expansions to the light rail system would be great. The light rail is a reliable and efficient transportation option, but it is not a very large network. For example, the Greenhaven neighborhood is completely disconnected from light rail service.

4. Chris Anderson, Sacramento, CA

Being that Sacramento is the capital of California, the city does not reflect that, and its public transit is included. I've worked with metropolitans and other major agencies and when I joined RT it was laughable. The corruption is apparent, the misappropriation of funds is obvious. It is very sad, and the city needs an entire revamping. Rail cars are a must, better quality buses that are either hybrid, all electric or CNG. The routes make no sense whatsoever. The ridership is clearly showing that the plans are not working, and it continues to get worse. The light rail system needs to expand, either build up, go down or create more exclusive right away. I could go deeper but I digress.

5. Jennifer Bice, Sacramento, CA

Today, I am contacting you about my niece who lives in Wilton, CA.

She and others there are in real need of public transportation.

Her and a few friends there have been sharing the gas cost for the only car one of them has to go to Galt and Sacramento- where they are members, work, and have positions in their Episcopal church, by the State Capitol. They travel there 3 times per week to do work, etc. It has been costing them \$300 per week in gas. Now, they are all stuck at home because the gas has risen yet again- they cannot afford to go.

Their nearest grocery store to them is 30 minutes away by car.

My niece is not blind but is very visually impaired. She lives with and helps care for a couple's autistic son and their property/animals.

Now, the couple have recently had their own health problems and can't travel as easily.

The people in Wilton are in great need of a public service transportation - such as a dial-a-ride or a small daily bus into Galt, where at least they can connect to a Sacramento bus.

I am deeply concerned for my niece and others in Wilton, who have great difficulty getting to the grocery store for food or to a doctor/hospital for medical needs.

Thank you for listening.
Jennifer Bice

6. Chris Wong, Sacramento, CA

I live in the River Park (east Sacramento) neighborhood in Sacramento and work in the Pocket area. I currently drive to work. The current trip time for me to take transit to work is an hour and 16 minutes according to Google Maps. Driving is only 20 minutes. If the trip times could be shortened, even to just 40 minutes, I would be happy to take transit.

I also would like to take transit to the Roseville Galleria, but there are currently no frequent or quick enough trips.

7. R. Heerhartz, Sacramento, CA

Hi and thank you for asking for "transit needs" input.

I'm in the Arden/Eastern area of Sacramento and there's no easy transport to/from here to the Sacramento airport.

The only route I could find is in mid-town but it's not practical for long-term parking or standing at a bus stop (as a female senior) in the wee hours of the morning or late at night.

I sure miss the "Blue Bus" system. And although I've gone online, etc. to find public transport to/from SMF (-v- Uber/Lyft) and there's nothing handy.

R.Heerhartz

8. Pete Ramirez, Sacramento, CA

Good day,

I would like to submit a request to Sacramento County for Unmet Transit Need. I have recently applied for and was approved by SacRT Go for my mobility needs transportation. Unfortunately, I am just out of their service area. Please see thread below.

I currently live in the Natomas Area and am seeking transportation to and from work each workday.

I am disabled and utilize either walking canes or a mobility device to get around.

Can you assist me with my transportation need?

Thank you,
Pete Ramirez