

Sacramento Regional Transit Light Rail

Fact Sheet

System

The Sacramento Regional Transit District (RT) light rail system, which opened March 12, 1987, is an integral part of the Sacramento region's transportation infrastructure. The 37.4-mile line, which links both the eastern and northeastern suburbs with Downtown and South Sacramento, carries 51,000 passengers on a typical weekday. During Fiscal Year 2007, RT light rail vehicles carried 14.5 million passengers (about 88% the number of bus passengers).

Operations

Light rail trains traveled 1,651,581 passenger miles in Fiscal Year 2007. RT operates light rail trains seven days a week with 14 trains running at 15-minute intervals during the day, and seven trains running at 30-minute intervals during the evening and early weekend mornings. The end-to-end running time on the light rail system between Watt/I-80 and Meadowview is 48 minutes. The running time between Folsom and St. Rose of Lima Park is 50 minutes. RT operates three and four-car trains during the peak periods and two-car trains during the off-peak hours. Single-car trains provide late evening and Sunday service. The light rail dispatch center is staffed 24 hours a day, with two controllers on duty during weekday peak hours. Approximately 206 RT employees support light rail operations.

Track & Structures

The light rail system includes 28.9 miles of double-track and 8.5 miles of single-track. Most ties are wood, although concrete ties have been used on all track laid since 1994. There are 60 mainline switches; 26 are spring operated, 29 are power operated and five are manually operated. All 34 yard switches are operated manually.

Power

The overhead contact system (OCS) uses a blend of trolley wire and catenary. Trolley wire, found downtown, is a single electrical contact wire used by both light rail and historic streetcars. Catenary, a more complex OCS that maintains the wire tension necessary for high speeds, is not currently compatible with the historic streetcars.

The light rail system includes 34 electrical substations that provide power to the trains. "Load sharing" between substations exists so that if a substation shuts down, those on either side

continue to feed electricity to that section. When a fault occurs, a blue flashing light is activated and the control center is notified. In an emergency, the fire department can cut power to the entire downtown by using any one of 13 control boxes located throughout the area.

Signaling

Most private right-of-way, including all single-track sections, includes three-aspect (red, yellow, green) automatic block signaling. Light rail operators use "line of sight" when operating on city streets and in low speed double track sections. Most grade crossings are protected by standard railroad crossing gates. Most signal and grade crossing cases display blue flashing lights if they lose power, although backup battery power ensures they will continue to function. Train-to-Wayside Communication (TWC) is used to route trains to their ultimate destination at the 18th Street, Meadowview, Sunrise, Hazel and Folsom interlockings.

Stations

There are 47 passenger-boarding stations in the system. All stations, except the 12th & I inbound station, have Senior/Disabled platforms accessed by ramps or lifts. Twenty-six stations offer bus transfer services and 18 stations have free park-and-ride lots with a total of 7,379 parking spaces. Each station is equipped with at least one fare vending machine. All stations have telephones and most have lighted shelters.

**All figures are from RT's fiscal year 2007 unless noted.*



For information call 321-BUSS



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Light Rail Facilities

RT's light rail facilities occupy a 12-acre site at 2700 Academy Way. They include administrative offices, two facilities for servicing of up to 97 light rail vehicles, two substations and parking.

Fares

RT uses a proof-of-payment fare structure throughout the system, and Transit Officers conduct random train and station checks to verify fare payment. Passengers found without proof of fare payment are issued a citation, which carries a fine between \$56 and \$250.

Light Rail Vehicle Specifications

	Siemens Transportation Systems	Construcciones y Auxiliar de Ferrocarriles (CAF)
Model	Single-articulated, Bi-directional	Single-articulated, Bi-directional
Configuration	High floor	High floor
Doors	Bifold	Sliding
Number in fleet	36	40
Length	79'6"	84'
Width	8'9"	8'9"
Height over roof equipment	12"5"	12"6"
Passenger Load	64 seated, 80 standing, 144 total	64 seated, 177 standing, 241 total
Empty Weight	38.9 tons	47 tons
Braking system	Dynamic/Friction/Magnetic Track	Dynamic Regenerative/Friction/Magnetic Track
Friction Braking system	Single electro-mechanical controller	Independent, for each truck, micro processor controlled with active center truck braking
Maximum speed	55 mph	55 mph
Maximum acceleration	2.5 mph per second	3.0 mph per second
Maximum deceleration	3.0 mph per second	3.0 mph per second
Emergency deceleration	6.0 per second	6.0 per second
Delivered	1987 / 1991	2002 / 2003

Future Extensions

South Line phase 2 project, which is the highest priority transit project in the region, will extend RT's South Corridor light rail service from the existing terminus at Meadowview Road to Cosumnes River College. The 4.2-mile extension will include four new stations.

Police Services

RT's Police Services includes full-time contracted Sacramento police officers and county sheriff's deputies, and RT Transit Officers. RT also contracts with a private security firm to monitor activities at light rail park-and-ride stations and on trains operating at night.

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