



SacRT System Fact Sheet

SacRT Profile

The Sacramento Regional Transit District (SacRT) is the largest transit provider carrying over 90% of riders in the 6-county megaregion that serves the heart of California's capital, operating 37 fixed routes, 23 commuter routes, 16 seasonal routes in addition to nine SmaRT Ride on-demand microtransit service zones, ADA paratransit service (SacRT GO), Airport Express bus service, UC Davis service (Causeway Connection), and 44 miles of light rail that covers a 440 square-mile service area throughout Sacramento County, which includes services in the cities of Sacramento, Citrus Heights, Elk Grove, Folsom and Rancho Cordova.

SacRT buses and light rail trains operate 365 days a year using 97 light rail vehicles, 186 buses powered by compressed natural gas (CNG), 12 zero emission electric buses, 26 shuttle buses powered by CNG, nine zero emission electric shuttle buses, and 120 ADA paratransit vehicles. Buses operate daily from 5 a.m. to 11 p.m. every 15 to 60 minutes, depending on the route. Light rail trains begin operation at 4 a.m. with service every 15 minutes during the day, and every 30 minutes in the evening. Blue Line and Gold Line trains operate until approximately 12:30 a.m. and the Gold Line to Folsom operates until 11:30 p.m. Green Line trains operate every 30 minutes Monday through Friday from approximately 6 a.m. to 8:30 p.m. (no weekend or holiday service).

Passenger amenities include 53 light rail stations, 30 bus and light rail transfer centers and 22 free park-and-ride lots. SacRT also serves over 3,200 bus stops throughout Sacramento County.

Annual ridership has fluctuated recently on both bus and light rail systems due to the COVID-19 pandemic. Weekday light rail ridership averages approximately 21,000 passengers per day. Bus weekday ridership has reached an average of approximately 30,000 passengers per day. Systemwide ridership continues to recover post-Pandemic, averaging around 15.6 million trips per year (Pre-COVID, systemwide ridership was approximately 22 million trips per year).

SacRT's entire bus and light rail system is accessible to the disabled community. SacRT GO paratransit service also provides a door-to-door transportation service (in accordance with its responsibilities under the Americans with Disabilities Act) for residents living in SacRT's service area who are unable to use fixed-route service.

With a total of nine active microtransit service zones, SacRT is one of the most successful and largest microtransit providers in the country, operating with 45 shuttle buses. The service called SmaRT Ride, is on-demand using an app, website or phone, and operates in the communities of Arden, Carmichael, Citrus Heights, Downtown-Midtown Sacramento, Elk Grove, Folsom, Franklin-South Sacramento, Florin-Gerber, Natomas-North Sacramento and Rancho Cordova, with a focus on serving disadvantaged communities.

The Causeway Connection electric bus service operates Monday through Friday from 5:30 a.m. to 8:50 p.m. between the cities of Davis and Sacramento. The Airport Express bus operates from downtown Sacramento to the Sacramento International Airport every hour, seven days a week.

History and Organization

SacRT began operations on April 1, 1973, with the acquisition of the Sacramento Transit Authority. Later that year, SacRT completed a new maintenance facility. SacRT continued to expand bus service to the growing Sacramento

region while a cooperative effort emerged among city, county and state government officials to develop a light rail system. In 1987 the 18.3-mile light rail system opened, linking the northeastern (Interstate 80) and eastern (Highway 50) corridors with downtown Sacramento. SacRT completed its first light rail extension in September 1998 with the opening of the Mather Field/Mills Station.

- September 2003: SacRT opened the first phase of the Blue Line to south Sacramento (Meadowview Station), a 6.3-mile extension with seven new stations.
- June 2004: light rail was extended from the Mather Field/ Mills Station to Sunrise Boulevard with three new stations.
- October 2005: light rail was extended 7.4 miles east from the Sunrise Station to the city of Folsom, which included four new stations.
- December 2006: SacRT completed the final segment of the Gold Line when it opened the .5-mile light rail extension to the Sacramento Valley Station (Amtrak) with the addition of two new stations.
- June 2012: SacRT opened the Green Line to the River District, which is the first phase of the Green Line to the Airport light rail extension project. The Green Line to the River District extends light rail 1.1 miles north connecting downtown Sacramento to the River District.
- August 2015: SacRT opened the Blue Line to Cosumnes River College (CRC) – ahead of schedule and under budget, which is the second phase of the Blue Line project. The Blue Line to CRC extends light rail 4.3 miles south from Meadowview Road to Cosumnes River College and includes four new stations.
- February 2018: SacRT was one of the first transit agencies in the country to launch SmarT Ride on-demand microtransit service. Initially operating in one service area, SmarT expanded to nine zones by June 2020.
- August 2018: Implemented a 10% fare reduction – rolling back fares for the first time in 47-year history of the agency.
- December 2018: The City of Citrus Heights City Council approved the annexation of their transit service into the SacRT system.
- January 2019: The City of Folsom annexed Folsom Stage Line bus service into the SacRT system.
- July 2019: Signed the first paid station naming rights agreement in SacRT history – 39th Street/UC Davis Health Station in partnership with UC Davis Health.
- September 2019: SacRT reimagined its entire bus network. Called SacRT Forward, almost every bus route was adjusted to improve frequency, scheduling, and weekend service.
- October 2019: Introduced RydeFreeRT, first unrestricted fare-free program in the nation for students and youth in grades TK through 12th.
- January 2020: SacRT launched a new Airport Express bus route with service between downtown Sacramento and the Sacramento International Airport in partnership with Yolo County Transportation District (Yolobus).
- April 2020: SacRT and Yolo County Transportation District (Yolobus) in partnership launched the Causeway Connection zero emission electric bus service between the cities of Davis and Sacramento in tandem.
- May 2020: In partnership with the California State Transportation Agency and City of Sacramento, SacRT provided buses to act as super Wi-Fi hotspots in communities with limited high-speed internet access during the COVID-19 pandemic.
- June 2020: SacRT transitioned its complementary ADA paratransit service in house after 30 years of contracting it.
- July 2021: The City of Elk Grove annexed e-tran bus service into the SacRT system.
- September 2022: SacRT becomes the first transit agency in California to offer a contactless fare payment option onboard light rail trains.
- April 2023: SacRT celebrated 50 years of service and the delivery of the first of up to 76 modern low-floor light rail trains.

Light Rail Modernization

SacRT is in the process of updating the light rail network with its Light Rail Modernization Project. This project will modernize the light rail system with the addition of new low-floor light rail vehicles, modified station platforms and add a “passing track” to operate 15-minute service to Folsom area stations. SacRT has already purchased 28 new low-floor light rail vehicles from Siemen’s Mobility in south Sacramento. Construction for Gold Line station platform modifications and on passing track near Glenn/Robert G. Holderness Station in Folsom are underway. Both are expected to be complete by summer 2024.

Light Rail Expansion

As funding becomes available, SacRT will continue to extend the light rail system. The Green Line to the Airport project will eventually extend light rail an additional 11.7 miles from the 7th & Richards/Township 9 Station to the Sacramento International Airport. The Green Line is a major project with many components, including double tracking; bridges over the American River and Highway 99; up to 14 light rail stations; a light duty maintenance facility; and seven park-and-ride lots. In addition to the full Green Line to the Airport extension, prior studies have evaluated a 3.8-mile extension from Township 9 to Arena Boulevard, with 6 stations. Currently the City of Sacramento is partnering with SacRT on a feasibility study on a new bridge crossing over the American River, that would facilitate the further expansion of the green Line. The Blue Line to Elk Grove extension is included in SacRT’s long range plans and the City of Elk Grove General plan. The complete extension would begin at Consumnes River College station, serving approximately 7.5 miles of planned office and retail areas, primarily north of Kammerer Road and west of Hwy 99, terminating approximately at Kammerer Road and Hwy 99. The City of Elk Grove was recently awarded a \$500k grant to study the feasibility of a Bus Rapid Transit Connection as first investment toward rail in Elk Grove. SacRT is actively working on the Downtown Riverfront Streetcar Project, a 1.5-mile route, extending over the Sacramento River connecting West Sacramento and Sacramento via the Tower Bridge, and providing connectivity between two of the nation’s largest infill projects. The Streetcar Project received approval from the Federal Transit Administration (FTA) to enter Project Development as a Small Starts Project in 2014. A realigned route was approved in August 2022 and an updated Environmental document is expected to be adopted in Summer 2024.

High-Capacity Bus Service and Bus Rapid Transit (BRT)

SacRT completed a High-Capacity Bus Study in May 2021, which identified opportunities for High-Capacity service along several congested corridors in the Sacramento Region: Stockton Boulevard, Florin Road, Sunrise Boulevard, Arden Way and Watt Avenue. High-Capacity Bus Service or BRT is faster and more reliable service that is useful to more people to travel to work, school and to meet their daily needs. In the past year, SacRT in partnership with the County and City of Sacramento, have been awarded over \$11M toward the development of a BRT concept along Stockton Boulevard. Stockton Boulevard runs through some of Sacramento’s most diverse neighborhoods, business districts and disadvantaged communities. The corridor is being reimagined with a bus-only lane, signal prioritization and improved bus stops. Bus route 51 serving Stockton Boulevard is already the busiest on the system, serving 2,385 riders per average weekday. An Alternative Analysis will begin in mid-2024 and culminate in a Locally Preferred Alternative by the end of 2025.

Workforce

SacRT has approximately 1,500 budgeted positions, 85 percent of whom are dedicated to front-line operations and maintenance of the bus and light rail systems. SacRT operates seven maintenance and operations facilities: one for bus, three for Community Bus Services (Folsom Stage Line, SmaRT Ride and SacRT GO) and two locations for light rail. SacRT also operates and maintains Elk Grove’s bus and e-van services.

Board of Directors

SacRT is governed by an 12-member Board of Directors comprised of members of the Sacramento, Citrus Heights, Elk Grove, Folsom and Rancho Cordova city councils as well as the Sacramento County Board of Supervisors.

Budget

The FY 2024 Operating Budget is set at \$249.5 million. The FY 2024 Capital Budget adds \$318 million of project funding additions to the carryforward amount of \$1.584 billion which was previously approved by the Board, for a new authorized capital project total of \$1.902 billion.

Recent Awards and Accolades

- **2023 APTA Rail Safety Certificate of Merit for Light Rail/Streetcar Systems**
- 2023 APTA First Place AdWheel Award for Best Marketing and Communications to Highlight Transit Needs/Funding
- 2023 California Association of Public Information Officials Epic Award for Rolling Library Train
- **2022 Federal Transportation Security Administration's Gold Standard Award for System Security**
- 2022 American Public Transportation Association's First Place Adwheel Award for Best Partnership to Support Ridership for Contactless Fare Payment on Light Rail
- 2022 American Public Transportation Association's First Place Adwheel Award for Best Special Event to Support Ridership for the Elk Grove Transit Ride-a-long to Promote RydeFreeRT
- **2021 American Public Transportation Association's Outstanding Public Transportation System of the Year Award**
- 2021 Women in Transportation Innovative Solutions Award for SacRT's Social Worker Program
- **2021 American Public Association's Rail Safety Gold Award**
- 2021 American Planning Association's Award of Merit in Public Outreach for the SacRT Forward campaign
- 2021 American Public Transportation Association's First Place Adwheel Award for Comprehensive Campaign for Drive the Vote
- Government Finance Officers Association Distinguished Budget Presentation Award for Fiscal Year 2021-2022
- **2020 American Public Transportation Association's Rail Safety Gold Award**
- 2020 American Public Transportation Association's First Place AdWheel Award for Comprehensive Outreach Campaign for SacRT Forward
- 2020 Caltrans Excellence in Transportation Award-winning project, SacRT Forward in the Public Awareness Campaigns category
- **2019 Federal Transportation Security Administration's Gold Standard Award for System Security**
- **2019 American Public Transportation Association's Outstanding Public Transportation CEO of the Year in North America**
- 2020 Asian Resources, Inc's Community Partner Award
- 2019 California Association of Public Information Officials (CAPIO) EPIC Award for SacRT Forward Public Awareness Campaign
- 2019 California Association of Public Information Officials (CAPIO) Award of Distinction for RydeFreeRT Community Relations/Participation Campaign
- **2019 Sacramento Taxpayer Association's Good Governance Award**
- 2018 Metro Magazine's Innovative Solutions Award
- 2018 Sacramento Clean Cities Coalition Clean Air Champion
- 2019 Greater Folsom Partnership's Green Energy Award
- 2018 US 50 Corridor Big Wheels Award

System Quick Facts FY 24

Metropolitan Population:	1.5 million
Service Area:	440 sq. miles
Employees:	1,500 budgeted positions

<u>Ridership (Boarding Passengers/Year):</u>	15.6 million
- Bus Annual Passenger Trips	9 million
- Light Rail Annual Passenger	6.6 million
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Operating Budget (FY24): \$249.5million

- Percentage of Operating Expenses Funded by:
 - Federal Assistance 23.5%
 - State & Local Sales Taxes 67.5%
 - Fare Receipts 7%
 - Other sources 2%

Customer Satisfaction

Annual Calls Answered:	250,831
Average Calls Per Month:	20,903
Number of Sales Center Transactions:	13,055
Average Transactions Per Month:	1,088

Light Rail Operations

Vehicles:	97
Light Rail Track:	44 miles
Stations:	53
Transfer Centers:	30
Park-and-Ride Lots:	22
Parking Spaces:	10,025
Average Weekday Passenger Trips:	21,000
Annual Train Car Miles Operated:	3,495,365
Sacramento Valley Station to Folsom Run Time:	59 minutes
Watt/I-80 to Cosumnes River College Run Time:	63 minutes
13th St. to 7th & Richards/Township 9 Run Time:	11 minutes

Busiest Light Rail Stations: Av. Weekday Boardings:

16th Street:	1,050
29th Street:	965
Watt/I-80:	870
University/65th:	902

Bus Operations

Vehicle Fleet (CNG/ZEV/Gas):	335
Routes:	82
Bus Stops:	3,200
Average Weekday Passenger Trips	30,000

Busiest Bus Routes: Av. Weekday Boardings:

#51 Broadway/Stockton:	2,385
#81 Florin/65th:	1,853
#68 Oak Park:	1,486

SacRT GO ADA Paratransit Service

Service for individuals with disabilities who cannot use fixed-route SacRT buses and light rail service.

Annual Passenger Trips Provided:	271,591
Average Weekday Passenger Trips Scheduled:	848
Total Vehicle Service Hours:	194,826
Total Vehicle Service Miles:	2,926,190
Vehicles:	120