



**Sacramento Regional Transit District  
Smart Ride Microtransit**

**Sacramento Transportation Authority**

In response to:  
**Neighborhood Shuttle Cycle 2 | Request for Proposals  
May 2023**

# Snapshot of SacRT

- 440-square mile service area
- Operates bus, light rail, paratransit and microtransit services
- 3 light rail lines
- 43 miles of light rail
- 53 light rail stations
- 22 park-and-ride lots
- 82 bus routes
- 9 SmarT Ride Zones
- 3,200+ bus shelters/stops
- Annual Ridership 22 million (pre-COVID)
- Approx. 1,500 budgeted positions



# SmaRT Ride Success

9 zones

Serves 750,000 people

160 sq mi

Largest in the Nation

15k riders monthly

138% Growth since pre-Covid

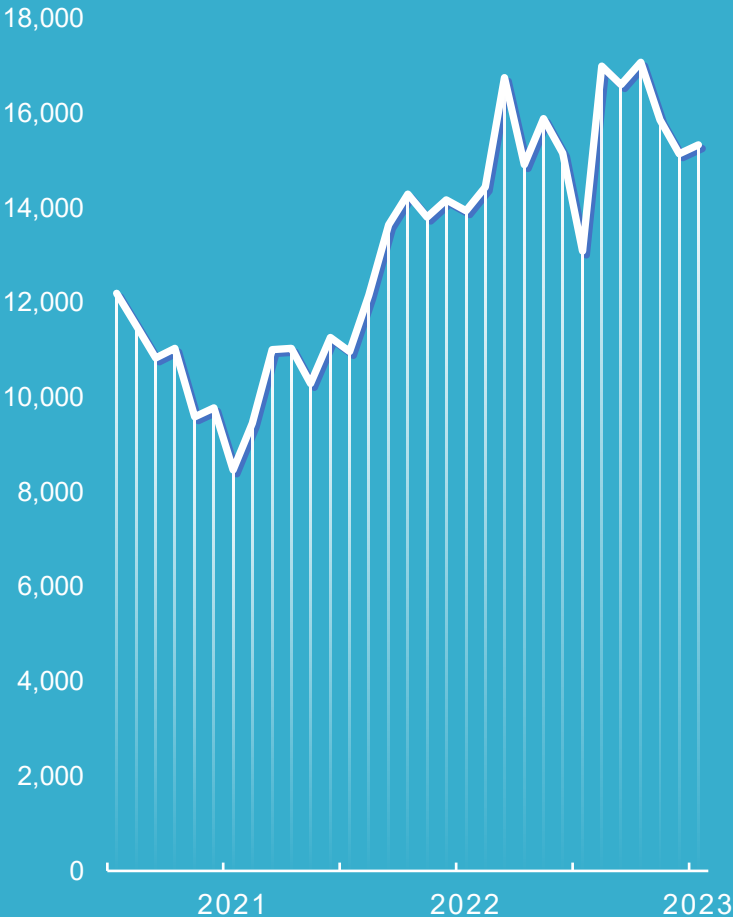
24% Low Income

Compared to 15% in Sac County

45 vehicles

7 fully electric vehicles

Ridership



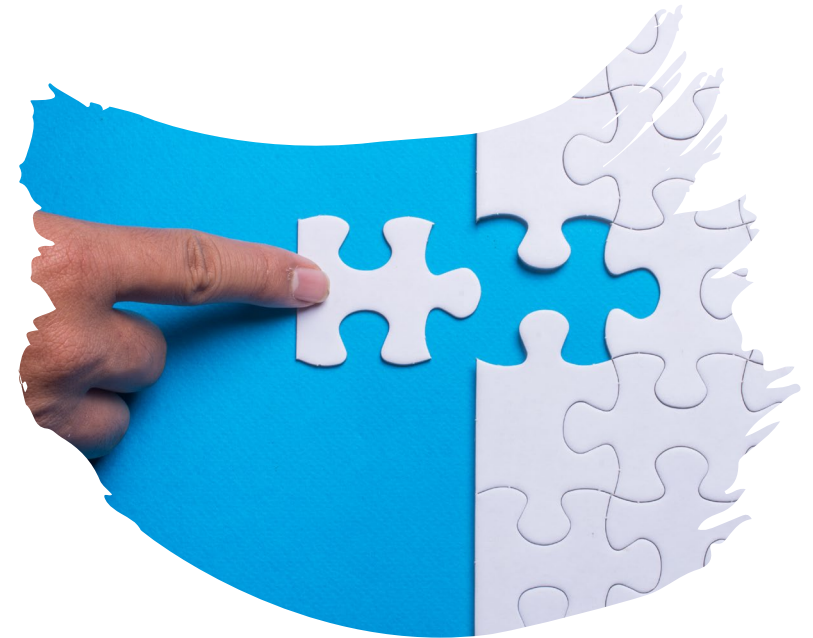
# SmaRT Ride History & Funding

Pilot launched in 2018 with 1<sup>st</sup> zone in Citrus Heights and has grown to 9 zones

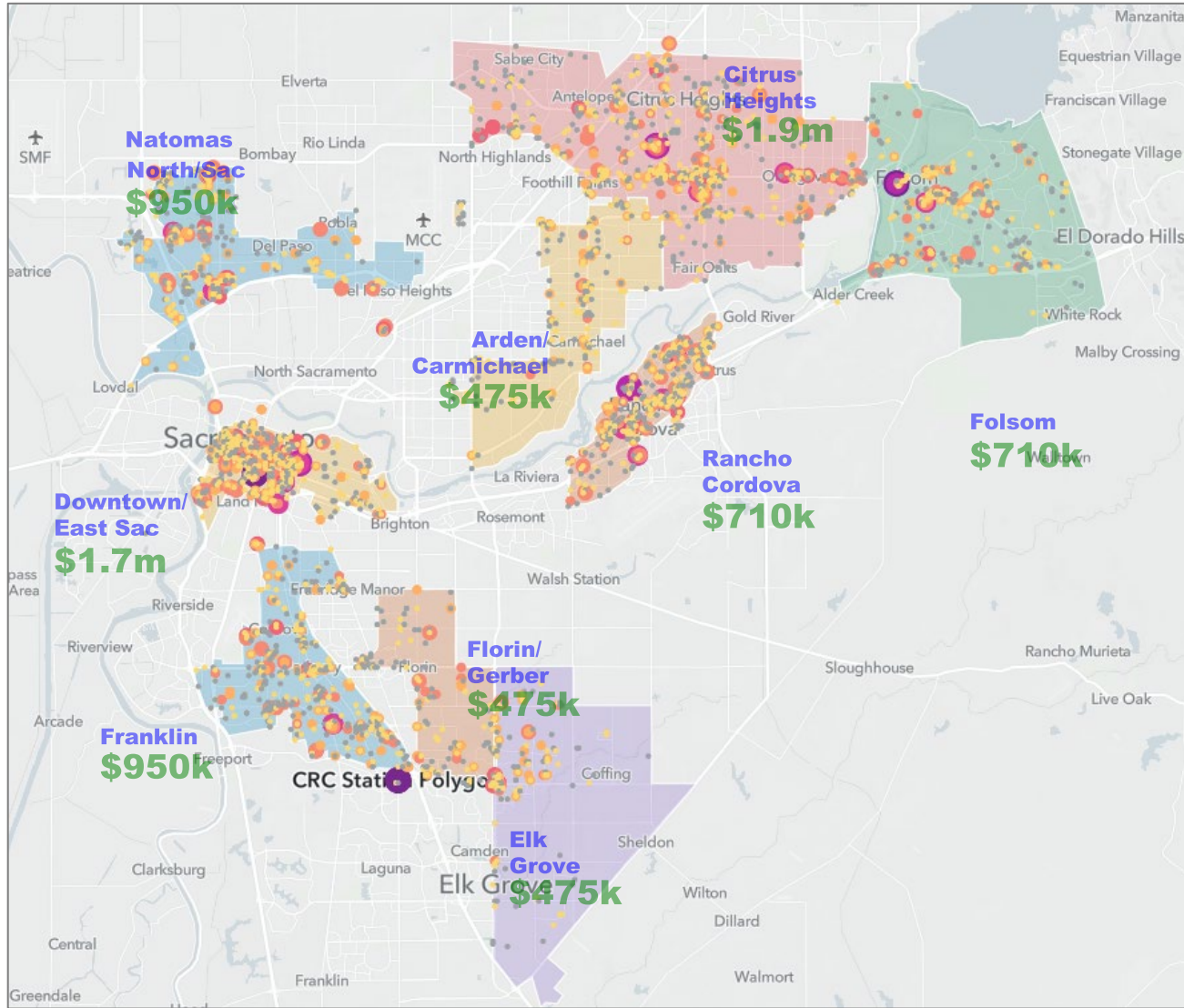
Two agreements between SacRT and STA fund operations through June 2023

- \$14M Neighborhood Shuttle Fund
- \$3.9M CTSA Fund
- Both fully exhausted
- Capital costs born by SacRT for fleet of 45 buses

Included in SacRT April 2022 Short Range Transit Plan



# Existing SmaRT Ride Zones



9 zones

750 boardings per day

\$8.3M/yr operating cost \*

165 square miles, 788,000 residents

\* Existing cost at FY 2023 rates, based on 237 scheduled revenue hours per day, 60,113 per year, at \$137.58 direct rate for SmaRT Ride for FY 2023, per SacRT OMB. Projected to grow to \$8.6 million in FY 2024.

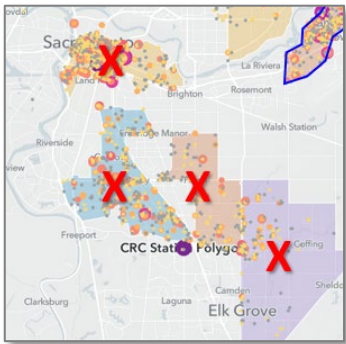
# Identified Current & Future Funding



Funding Source	FY 2024 Amount
STA Neighborhood Shuttle <sup>1</sup>	\$800,000
Citrus Heights TDA <sup>2</sup>	\$651,031
Folsom TDA <sup>3</sup>	\$949,421
Sacramento County <sup>4</sup>	\$51,725
LCTOP <sup>5</sup>	\$1,637,343
Other Sources <sup>6</sup>	\$2,598,621
<b>Total Potential Revenue</b>	<b>\$6,688,141</b>
O&M Cost of Existing Service <sup>7</sup>	<b>(\$8,590,000)</b>
<b>Program Deficit</b>	<b>(\$1,902,359)</b>

1. SacRT is applying for \$800,000 per year for the three years beginning 7/1/23.
2. FY 2024 estimate for O&M cost of City Ride dial-a-ride service operated before Smart Ride.
3. FY 2024 estimate for O&M cost of Folsom dial-a-ride service operated before Smart Ride.
4. Sacramento County CSA-10 service charges for Vineyard area (part of Elk Grove Smart Ride zone).
5. Estimating \$1.5 million LCTOP for FY 2024 and FY 2025.
6. Including State Transit Assistance and Local Transportation Fund
7. Assumes 3.5% annual cost escalation from \$8.3 million O&M cost for FY 2023

# Strategies for Revamped SmaRT Ride



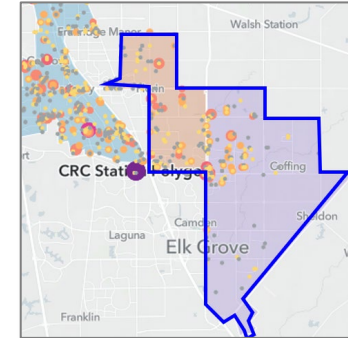
## Eliminate zones

- **Pro:** Definite, sizeable savings
- **Con:** Direct customer impact



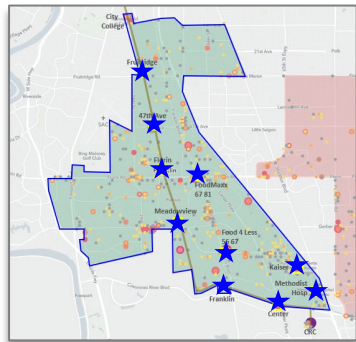
## Reduce zones

- **Pro:** Definite, sizeable savings
- **Con:** Direct customer impact
- **Con:** Many zones already too small to reduce



## Combine zones

- **Pro:** Minimal customer impact
- **Pro:** Potentially sizeable savings
- **Con:** Savings uncertain
- **Con:** Few zones where it is even potentially applicable



## First/Last Mile

(i.e., only to/from certain hubs)

- **Pro:** Potentially fewer drivers needed
- **Con:** Savings uncertain



## Midday-Only Service

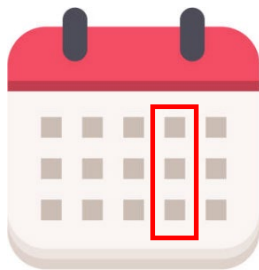
(i.e., 9am to 4pm only)

- **Pro:** ~50% cost reduction
- **Pro:** Maintains a lifeline for senior/disabled
- **Con:** Impacts students (morning only)



## Raise fares

- **Pro:** Less impactful than cuts
- **Pro:** Equity/Title VI
- **Con:** Savings uncertain
- **Con:** Too many fare types



## Limited Days

(i.e., run some zones 1-2 days a week only)

- **Pro:** 60-80% cost reduction
- **Con:** Customer impact

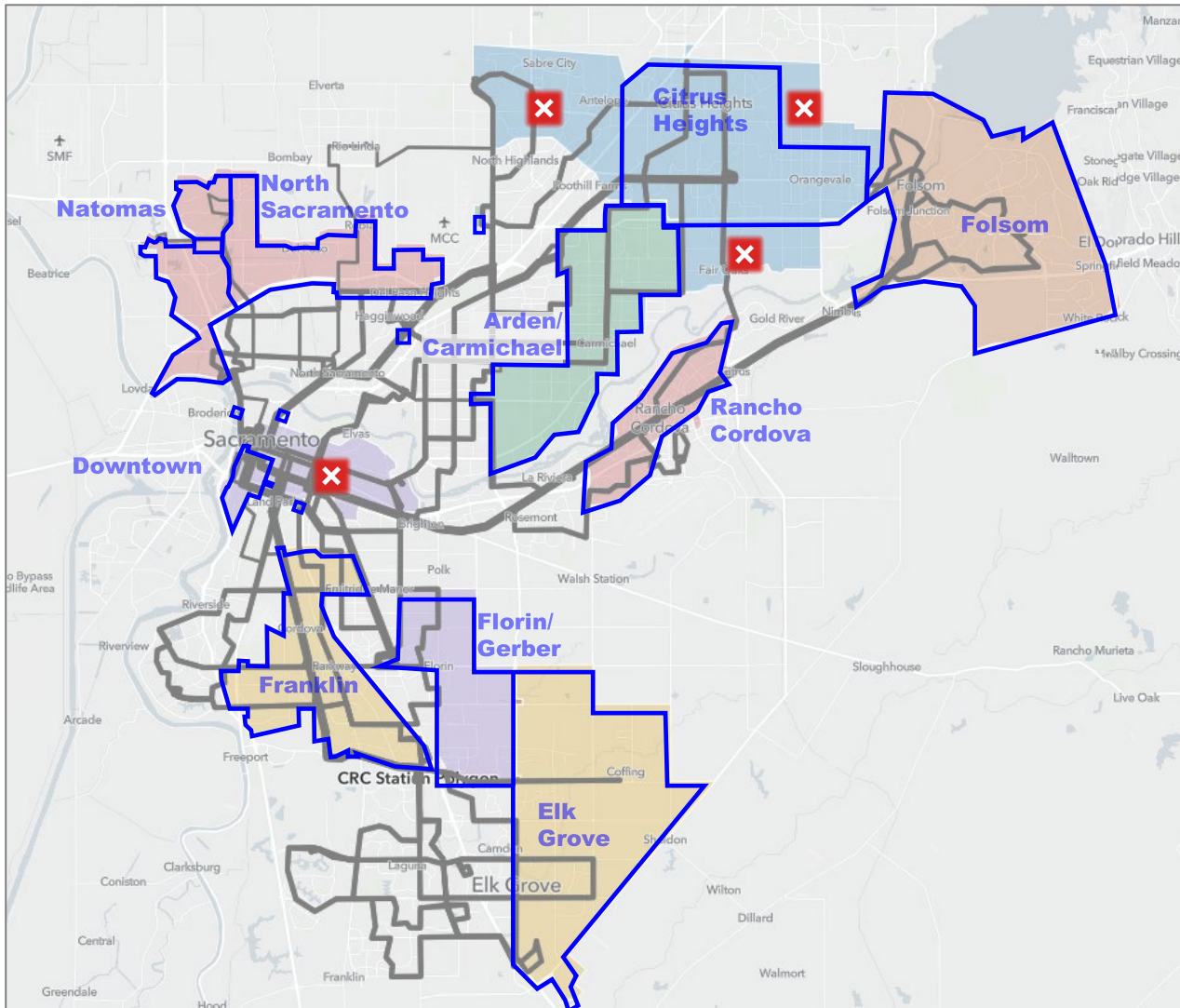


## Cost-Sharing

With local municipalities, PBIDs, TMAs, etc.

- SacRT covers basic/lifeline service (e.g., midday only, 1-2 days only)
- Partner opts into all-day/all-week service

# Fixed-Route Coverage



Zone	Fixed-Route Coverage (After Proposed Changes)
Arden/Carmichael	Significant gaps south of El Camino Ave and between Manzanita and San Juan Ave
Citrus Heights	No all-day service east of Sunrise Blvd (in Orangevale/Fair Oaks) No service north of Elverta Rd (in Antelope)
Elk Grove	Minimal service
Folsom	One route, but minimal coverage
Downtown	Generally high level of service – 3 Light Rail routes No north/south service in East Sacramento
Franklin	Generally high level of service No east/west service on 14 <sup>th</sup> Ave Minimal east/west service on 47 <sup>th</sup> Ave
Natomas/North Sac	Significant gaps other than Truxel Rd and Del Paso Rd
Rancho Cordova	Generally high level of service but poor north/south mobility
Florin/Gerber	No service east of Power Inn Rd



# Disadvantaged Communities by Zone

	% Minority	% Low Income
	Riders	Riders
Arden/Carmichael	29.4%	22.2%
Citrus Heights	33.7%	26.5%
Downtown	39.5%	25.5%
Elk Grove	33.3%	33.3%
Florin/Gerber	43.8%	26.3%
Folsom	31.0%	15.9%
Franklin	36.5%	23.4%
Natomas	52.6%	41.2%
Rancho Cordova	35.6%	20.0%
Smart Ride Average	37.3%	26.0%

Rider demographics from 2022 passenger survey. Low-income simplified to persons with household income under \$25,000. Residents with household income under \$25,000 was not known at time of publication but separate analysis has found that SmarT Ride zones are comparable to SacRT overall service area for percent in poverty (which is not the same as percent under \$25,000).

## Minority

- Average minority utilization across zones of 37%
- Goal to preserve zones with higher use by minority riders

## Low-Income

- Low-income assumed to be persons with under \$25,000 annual household income
- Low-income utilization is 26% of riders
- Goal to preserve zones with higher use by low-income riders

# Statistics by Zone

## Average Zone

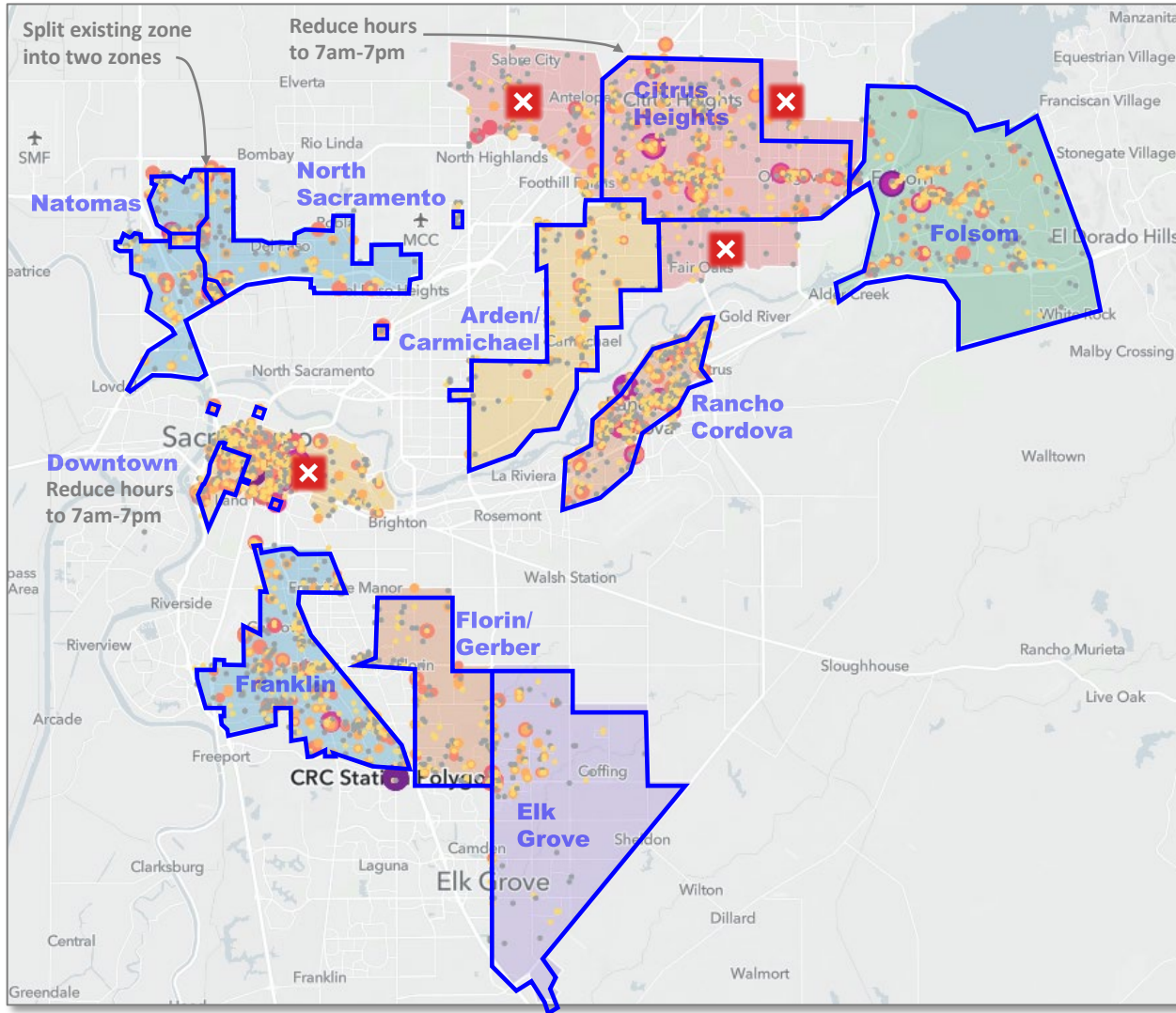
- 18 square miles
- 87,000 residents
- \$43 cost per passenger
- Citrus Heights is by far the largest existing Zone
- 56% minority residents

## Productivity

- Most zones have similar productivity
- Average 3.2 boardings per revenue hour
- Rancho Cordova 5.3 boardings per revenue hour

	Zone	SqMi	Population	Jobs	Minority	Poverty	Car Free	Population Per SqMi	Jobs Per SqMi	Boardings Per Day	Rev Hours Per Day	Boardings Per RVH	Avg Wait Time	Ride Distance
1	Citrus Heights	39.2	215,000	34,000	38%	10%	4%	5,485	867	134	50.0	2.7	41.7	3.6
2	Franklin	14.2	112,000	16,900	87%	20%	10%	7,887	1,190	80	26.7	3.0	34.9	2.7
3	Gerber	10.3	57,400	11,700	86%	18%	6%	5,573	1,136	41	14.1	2.9	27.2	3.0
4	Rancho Cordova	7.0	46,300	7,700	52%	14%	8%	6,614	1,100	123	23.0	5.3	28.8	2.1
5	Downtown/CSUS	8.1	56,100	76,700	45%	14%	17%	6,926	9,469	143	47.3	3.0	25.7	2.0
6	Natomas/North Sac	15.8	76,100	18,200	74%	11%	4%	4,816	1,152	86	28.7	3.0	33.2	3.2
7	Arden/Carmichael	15.6	78,300	22,900	35%	11%	5%	5,019	1,468	39	14.1	2.8	30.4	3.0
8	Folsom	28.7	78,500	29,500	44%	5%	3%	2,735	1,028	63	18.8	3.3	34.2	2.9
9	Elk Grove	26.4	68,700	10,400	68%	11%	3%	2,602	394	41	14.1	2.9	22.5	2.2
	TOTAL	165.3	788,400	228,000	56%	12%	6%	4,770	1,379	748	237	3.2	31.0	2.7

# Proposed Changes



Zone	Changes
Arden/Carmichael	No changes
Citrus Heights	Eliminate Antelope, Fair Oaks, and parts of Orangevale Shorten hours to 7am to 7pm
Elk Grove	No changes
Folsom	No changes
Downtown	Eliminate East Sacramento and Midtown Maintain service to Alder Grove/Marina Vista Keep Amtrak, Target, Safeway, Marisol Village, Museum Shorten hours to 7am to 7pm
Franklin	No changes
Natomas/North Sac	Split zone into two zones along Truxel Road Shared hot spots at Walmart, Safeway, Natomas Library, ARC
Rancho Cordova	No changes
Florin/Gerber	No changes

7am to 7pm service for all zones

# Thank you & Questions

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