

STAFF REPORT

DATE: October 23, 2023
TO: Sacramento Regional Transit Board of Directors
FROM: Shelly Valenton, Deputy General Manager/CEO
SUBJ: PRESENTATION ON ONGOING PROJECTS AND INITIATIVES

RECOMMENDATION

No Recommendation - For Information Only.

DISCUSSION

Presentation to provide updates on Sacramento Regional Transit District's ongoing projects and initiatives.

Ongoing Projects and Initiatives

October 23, 2023

Shelly Valenton, Deputy General Manager/CEO

Carmen Alba, VP of Bus Operations

Laura Ham, VP of Planning and Engineering

Lisa Hinz, VP, Security, Safety, & Customer Satisfaction

July Meeting:

- Community advocate recognition program
- Reimagine Watt/I-80 project status
- Low Floor Light Rail Train concerns and public outreach
- Social Equity Program

August Meeting:

- FY 2023 Strategic Plan Annual KPI Results
- Mystery rider program

September Meeting:

- Fare free program analysis
- Leveraging technology to enhance the customer experience
- Safety incidents monitoring and prevention

October Meeting:

- Bus efficiency and use of smaller cutaways

November Meeting:

- Community advocate recognition

Future Meeting, possibly January:

- School partnerships to promote RydeFree RT



Discussion Topics (Review)

Fleet Optimization and Efficiency

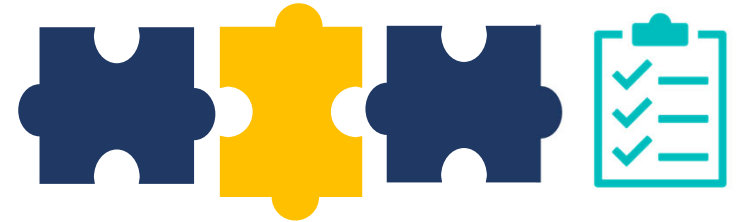
Use of Smaller Buses on Fixed Route



Carmen Alba, VP of Bus Operations
Laura Ham, VP of Planning and Engineering



Key Considerations



Garage Location	Fuel Cost	Labor Cost	Spare Operators	Vehicle Interoperability
Deadhead	Peak Capacity	Wheelchairs	On-Time Performance	Operator Training
Capital Cost	Identifiability and Comfort	Current Fleet	Narrow Streets	Fare Collection



Small Buses

“Cutaways”

- 27' buses
- Up to \$250k
- 5–7-year lifecycle
- 10-18 passenger seats
- High-floor with stairs and lift
- 2 or 5 positions for mobility devices
- Gasoline, CNG, battery electric (ZEB)



Full Size Buses

“City Buses”

- 40' buses
- Approximately \$800k - \$1.1m
- 12–15-year lifecycle
- 30-40 passenger seats, 20 standees
- No stairs, ramp for mobility devices
- Fuel: Natural Gas, Diesel, battery electric (ZEB)



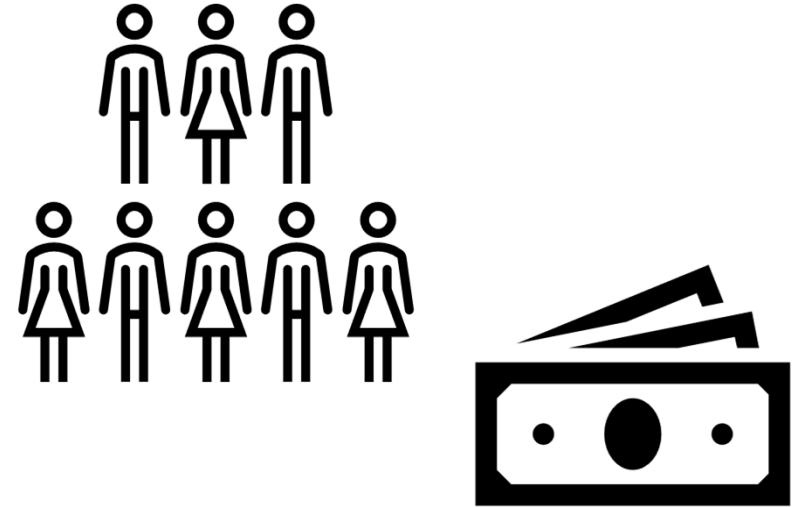
Considerations/Conclusions

- Vehicle Interoperability
- Route Efficiency
- On-Time Performance
- Passenger Comfort
- Fare Collection



Other Considerations/Conclusions

- Fuel Cost
- Cost per hour
- Cost per passenger
- Peak Ridership



	Direct Cost per Hour	Fuel Cost per Mile
Bus	\$135.83	\$0.98
CBS Fixed	\$206.40	\$1.25
SmaRT Ride	\$166.64	\$1.25

RANCHO CORDOVA

Routes 175, 176 & 177

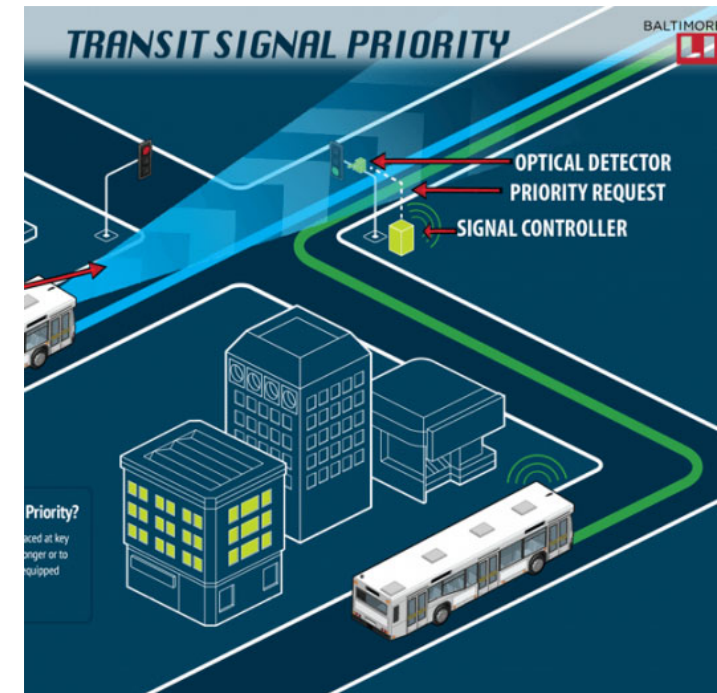
SacRT contracts with the City of Rancho Cordova to operate the Rancho CordovaVan shuttle services. There are three routes that serve the local communities in Rancho Cordova.

Learn More!



SCAN ME

SACRAMENTO
REGIONAL TRANSIT



Other Considerations/ Conclusions

- Use of small buses today
- Existing fleet is not ideally suited
- Consider next generation of transit vehicles



Key Factors Considered in Evaluation

Consideration	Shuttle/Cutaway	40ft Bus
Vehicle Interoperability		✓
On-time performance		✓
Passenger comfort		✓
Neighborhood compatibility	✓	
Fare collection		✓
Fuel Cost		✓
Cost per hour and passenger		✓
Peak Ridership		✓



Next Steps



Conduct Comprehensive Operational Analysis (COA) in 2024



Update service performance standards



Address zero emission transition



Evaluate market availability for zero-emission vehicles in various sizes



Explore use of modern low-floor small buses on certain routes/services





Questions from the Board and

Customer Service Response to Feedback and Comments (Lisa Hinz, VP of Security, Safety and Customer Satisfaction)