

What do we want?

Sacramento Transit Advocates and Riders

Overarching goal: Achieve the highest ridership possible within the region for a given budget.

Service

1. Provide a core high frequency (15 minutes during 6AM to 8PM, at a minimum) network that links to light rail stations and reflects the needs of users. No user in the urbanized portion of the county would be more than one mile from high frequency service, and at least 25% would be no more than 1/4 mile.
2. Provide Airport service at 15-minute frequency, 5AM to midnight, operated by SacRT and/or YoloBus.
3. Replace all light rail vehicles with low floor vehicles and modify all stations to accommodate low floor vehicles, within five years.
4. Implement bus rapid transit (BRT) on at least one major north-south or east-west arterial, of at least three miles length, with additional expansion over time.
5. Explore methods for handling first mile/last mile trips to and from transit.
6. Revise the Paratransit system so that it provides service to light rail and high frequency bus lines, rather than point-to-point, for all users who are able to use the regular system.
7. Integrate with bike storage (on-demand, not rental lockers) and bike share.
8. Ensure system will be safe, with clean stations, lighting, fare inspection, security staffing at stations at night.
9. Connections between light rail and major bus routes will be timed for easy transfer, both within and outside SacRT.

Fares

1. Fares that are at least in part income-based, with discounts for people with demonstrated income limitations. The current system which equates disability with low income would be eliminated.
2. A functional fare system that offers a variety of payment and use mechanisms, and solves the issue for people without credit cards or bank accounts.
3. Implement transfers between modes and agencies so that they are transparent to the rider. Transfers would be free or discounted.
4. Implement distance-based fares for the light rail system, and express buses.
5. Implement all-door boarding on buses to reduce dwell time.

Planning

1. A comprehensive review of the entire transit system, including other systems in the county and region, to develop an efficient system. Similar to what occurred in Houston.
2. A comprehensive re-visit of light rail extension options, so that all are considered at the same time, on the same criteria. Service to West Sacramento, Davis, and Roseville (all outside the county) should be considered. Ridership should be the primary though not only measure.
3. Light rail will not be expanded at the expense of bus service.
4. Explore options for paid-fare-only marking or gating at busy light rail stations.
5. Serious and immediate exploration of opportunities for transit oriented development (TOD) on SacRT property or in cooperation with adjacent properties, with development of a five-year plan to invest in and build TOD, with financial returns used to enhance the system.

6. SacRT will work with local agencies to ensure that safe street crossings are available at or close to every bus stop.

Governance

1. Citizen representation on the SacRT board, at least 20% of membership. Representation could be by appointment of citizens by member governments, dedicated citizen positions, or an independently elected board. At least some board members should have expertise in transit.
2. SacRT is “at the table” for every significant land use decision in the county, and being a strong voice for infill and for elimination of greenfield development.
3. SacRT takes a major role in revisions of the MTP/SCS (SACOG Metropolitan Transportation Plan / Sustainable Communities Strategy).
4. Every board member is required to use transit at least once a week.

Financial Support

1. A minimum of one-half cent of sales tax dedicated to operations and routine maintenance. This would not be used for construction, vehicle replacement, station improvement, parking garage construction, or anything not directly related to keeping the system as it exists running in an efficient manner.
2. Ability to draw on federal, state, and county funding for other transit system needs of extension, vehicle replacement, station improvement, and parking garages (if needed).
3. Some direct support of the transit system through property taxes as well as sales tax.
4. Increase fees for parking at light rail stations, and eliminate free parking.
5. Eliminate all subsidies for motor vehicle travel so that our transportation system is not unfairly biased against transit.