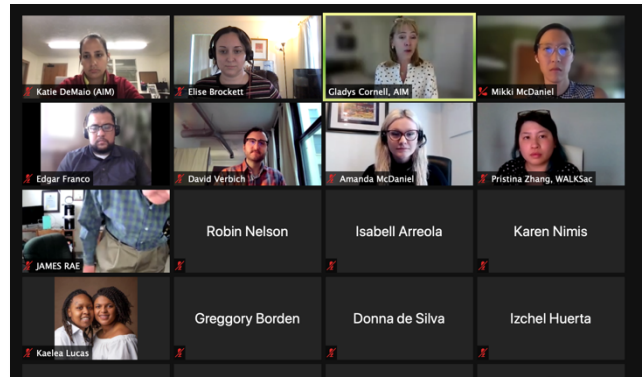


Introduction

On Wednesday, October 6, 2021, Sacramento County hosted a Virtual Community Workshop for the Short-Range Transit Plan (SRTTP) and Zero Emission Bus Conversion Plan (ZEB) for SCT Link. The workshop was held to introduce the project to the public and obtain feedback from transit riders and community members on ways to improve transit in South and East Sacramento County. The workshop was attended by 15 attendees.



Virtual Workshop Participants

Project Overview

Sacramento County Department of Transportation is undertaking a Short-Range Transit Plan (SRTTP) for South County and East County Transit and developing a Zero Emission Bus (ZEB) Conversion plan for SCT Link. For the Short-Range Transit Plan, the planning team is evaluating current and anticipated travel needs of residents who take transit in and around South and East Sacramento County, researching best practices for transit services and developing a 5-year plan to better serve the transit needs of the community.

This workshop was the initial phase of the community engagement plan and focused on obtaining public input on potential transit needs, gaps in service, and potential opportunities to improve service and increase ridership. The ZEB plan outlines the proposed approach for SCT Link to implement conversion to Zero Emission Buses to conform with the state’s mandate for transit agency fleets, which will reduce the greenhouse gas emissions (GHG) from the [South County Transit \(SCT\) Link](#) bus fleet and improve air quality in the region..

Workshop Format and Goals

The workshop was designed to provide participants with an overview of the existing conditions for SCT Link’s existing transit services, what a Short-Range Transit Plan is, and ways to improve mobility. The workshop was held via Zoom.

The workshop was organized into five sections:

1. Presentation on Project Overview/Background and SCT Link and Existing Conditions



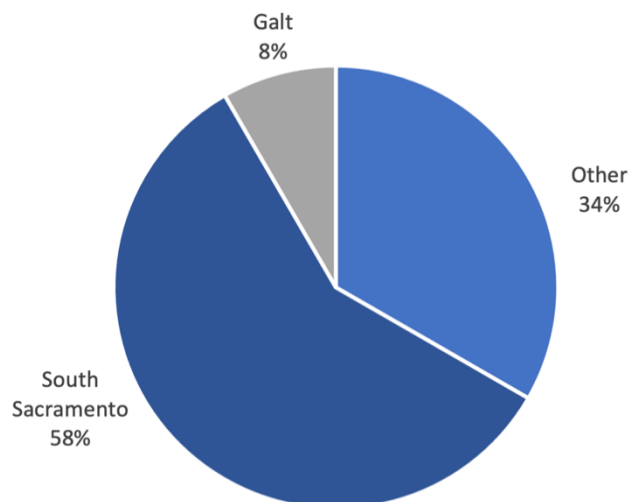
2. Discussion on Public Transit
3. Presentation on Delta Service
4. Discussion on Ways to Improve Service
5. Next Steps/Wrap Up

Gladys Cornell, AIM Consulting, began the meeting by welcoming participants and providing a brief overview of the project and meeting agenda. Next, Gladys facilitated a live polling exercise with participants to get a better understanding of who joined the meeting.

Question 1: Where do you live?

- Galt
- Isleton
- The Delta
- Herald
- Walnut Grove
- Ryde
- Rancho Murieta
- Other?

Answer:

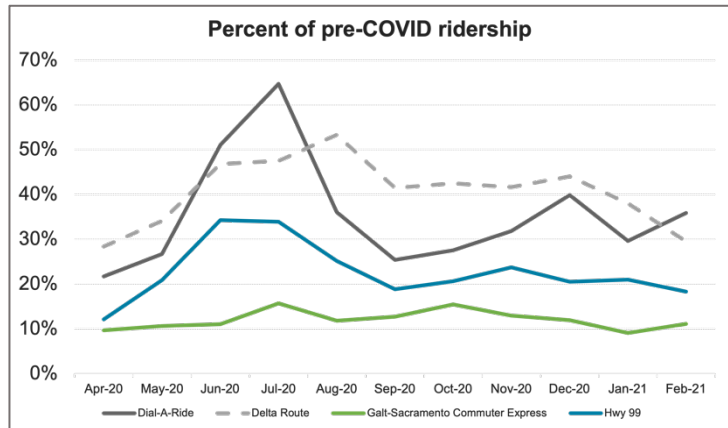


Question 2: How do you get to where you want to go most of the time? car, bus, walking/biking

Answer: All participants answered by car.

Next, Mikki McDaniel, Sacramento County, began the presentation on the project. First, Mikki provided background information on SCT Link and transit in the East part of Sacramento County:

- Dial-a-ride
- Highway 99 service between Lodi and South Sacramento
- Delta Route between Isleton, the Delta and Galt
- Galt-Sacramento Express

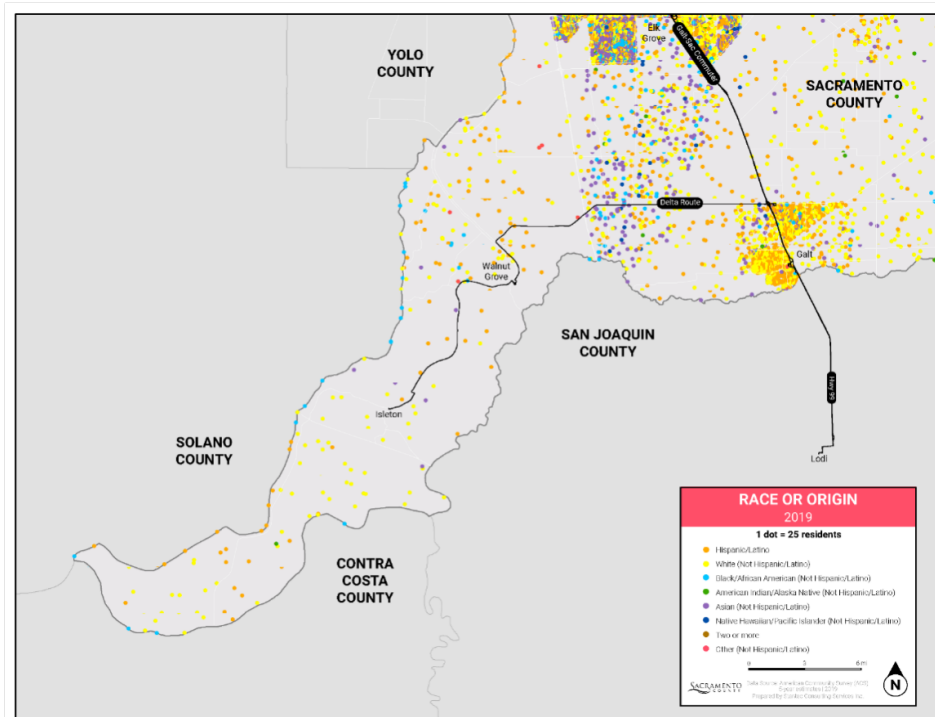


Mikki also talked about the challenges that the COVID-19 pandemic has created with respect to ridership and cost. Next, David Verbich, Stantec, provided an overview of the Short Range Transit Plan’s purpose and goals:

1. Develop a short-range (5 years) plan to guide service development, infrastructure investment, and capital needs
2. Engage with the community and customers to understand ways to better serve the community and to attract more riders from diverse market segments
3. Identify ways to provide more effective services as we emerge from pandemic-induced disruptions
4. Study zero-emission alternatives and develop a zero-emission rollout plan to comply with State requirements

Next, David shared more information about SCT Link’s service area and the associated challenges including gaps in service, frequency and coverage, and safety.

Gladys facilitated an open group discussion about current challenges and opportunities to improve the transit service to better fit the needs of those who use the SCT Link services. Much of the discussion centered on themes of increasing accessibility for riders, improving cleanliness and safety on buses or at bus stops and dissemination of information about routes and bus changes. Several comments focused on improving ease of access, with attendees describing how



Map showing population density in South Sacramento County

frequency of buses or closer stops would make it easier to use the transit system. Others wanted to see earlier route options on major corridors with more options for flag stops or connections with other systems. Participants suggested providing daily car rentals in rural areas, stating the new program could increase accessibility and improve flexibility of travel.

Types of Mobility Options

- Providing car rentals by the day could increase day trips

Accessibility

Participants provided input on ways to make SCT Link’s service and information more accessible for those with disabilities.

- The transit email listservs don’t always disseminate information for accessibility services.
- Smart Ride vehicles sometimes park on the opposite side of the street, which is a concern for those who have difficulty walking. Vehicles also have wheelchair ramps that rattle loudly during travel. The overall service could be more accessible.
- Ensure that websites for the service and County are ADA accessible so that all people can access transit information.

Transit Improvements

- Sometimes drivers don't stop at a flagged stop.
- Cleanliness on buses is often an area of concern.
- Not all drivers are friendly.

Bus Stops

- Bus stops in Sacramento are often occupied by unhoused individuals which can create perceptions of safety concerns for transit riders.

Marketing for SCT Link

- Offer incentives and discounts to help increase ridership.
- Having an app for transit services would help to notify about buses arriving soon.
- Disseminate flyers about new bus routes and test routes that people may not be hearing about.
- Host a survey to gather feedback about changes to services. Target the new residential areas (i.e., Elk Grove/Florin/Gerber area near the Walmart).
- Partner with other community resources and social service agencies to get the word out about transit services.

After the initial group discussion, David continued the presentation by providing more details on SCT Link's services and the associated challenges.

- Galt-Sacramento Commuter:
 - Was gaining ridership until the pandemic
 - Serves a specific need – long commute trips into Sacramento
 - This service had room for ridership growth and improvements in reliability, travel time, as well as opportunities for strategies like emergency rides home
- Highway 99 Express
 - Ridership had been dropping since 2017
 - Provides vital connections to places and people along Hwy 99
 - This service had room for ridership growth and improvements in reliability and travel time
- Delta Route
 - Ridership has been dropping since 2016 and makes up about 4% of SCT Link's ridership but consumes about 11% of the revenue hours
 - Provides lifeline services to the Delta, connecting to services in Galt and other transportation opportunities
 - But it carries about 2 riders for every hour of service, and fewer than 20 people rode a day (pre-Covid)
 - And each passenger costs SCT Link about \$50 to transport
 -

- Dial-A-Ride
 - Ridership dropped 14% between 2016-2018, but in 2019 ridership increased by 6%
 - Dial-a-ride ridership accounts for 41% of SCT Link’s ridership and consumes about 46% of SCT Link’s resources
 - Replaced 4 unproductive fixed routes in 2008
 - Cost per passenger is \$19, which is high compared to fixed-route, but good for demand-response service

Connections to other services

- SacRT’s Smart Ride does not start until 7 a.m. which does not leave enough time for commuters to get to their place of work.
- It is difficult for many people to take Light Rail because it requires them to walk long distances to reach a station.
- Amtrak offers SacRT bus passes from conductors, which could help increase ridership.

Finally, Amanda McDaniel, Stantec, presented on specific alternatives and mobility options that could be added to SCT Link’s services to improve the service and increase ridership:

- Fixed-schedule trips on certain days of the week
- Shared ride services to specific zones like SacRT’s SmaRT Ride
- On demand rides throughout the entire county like San Joaquin RTD’s Van Go!
- Electric Vehicle Car Sharing like in rural Fresno County

Finally, Gladys wrapped up the meeting by providing a list of next steps for the project. The project team will develop a needs assessment to gather feedback about desired service improvements and community priorities. The needs assessment will be used to develop recommendations for service adjustments. Sacramento County is also building a plan to launch zero-emission vehicles.

Workshop Awareness

Below is a summary of the efforts to build awareness about Sacramento County’s Virtual Community Workshop for the Short-Range Transit and Zero-Emission Bus Plan and notify South and East County community members about the first workshop. Flyers and social media graphics were developed and distributed in both English and Spanish.



Social Media Graphics

Direct emails were sent to more than 550 community members who are signed up to receive project email updates for the SRTP/ZEB project and SCT Link updates. Social media strategies included a Facebook advertisement to Facebook and Instagram users in South and East County, and graphic was posted on the County’s Facebook account.

Beyond digital awareness techniques, flyers were distributed to South and East County residents via the County’s utility mailer, as well as distributed on board all SCT Link’s transit services. The flyers included the project website and a QR code to encourage those who saw them to visit the project website and sign up for the virtual community workshop. Flyers were also posted at Isleton City Hall and at Galt City Hall. AIM Consulting contacted 120 organizations and more than 80 agreed to distribute the flyer to local transit users.

Community partners were notified about the workshop via email and phone and were encouraged to share workshop information with their constituents.



Sacramento County – Short Range Transit and
Zero Emission Bus Plan
Virtual Community Workshop | Held via Zoom
Wednesday, October 6, 2021 from 4:30 – 6:00 p.m.

Appendix

- Flyer
- Social Media Graphic
- Presentation



Join us for a

Virtual Community Workshop

Short Range Transit & Zero Emission Bus Plan



October 6, 2021
4:30 - 6:00 p.m.

REGISTER FOR THE MEETING:

bit.ly/SacCountyTransit

This URL is case sensitive.



Visit the project webpage stay in the loop on future outreach opportunities:

bit.ly/SacCountyTransitPlan

ABOUT THE PLAN:

The County is obtaining input on current & future travel needs of residents and gaps in service to create a plan for potential transit improvement in South and East County. The County is also creating a plan for purchasing and implementing Zero Emission Buses (ZEB) for South County Transit. The transition to ZEBs will ultimately reduce greenhouse gas emissions (GHG) from public transit and improve air quality in the region.



Únase a
nosotros
para un

Taller de comunidad virtual



6 de octubre de 2021
4:30 - 6:00 p.m.

Plan de tránsito de corto alcance y plan de autobuses de cero emisiones

REGÍSTRESE PARA LA REUNIÓN:

bit.ly/SacCountyTransit

Esta URL distingue entre mayúsculas y minúsculas.



Visite la página web del proyecto para conocer las
futuras oportunidades de divulgación:

bit.ly/SacCountyTransitPlan

SOBRE EL PLAN:

El condado está obteniendo información sobre las necesidades de viaje actuales y futuras de los residentes y las brechas en el servicio para crear un plan para una posible mejora del tránsito en el sur y este del condado. El condado también está creando un plan para comprar e implementar autobuses de cero emisiones (ZEB) para el transporte público del sur del condado. La transición a ZEB finalmente reducirá las emisiones de gases de efecto invernadero (GEI) del transporte público y mejorará la calidad del aire en la región.

¿Preguntas? Póngase en contacto con Mikki McDaniel en mcdanielm@sacounty.net o (916) 875-4769.

Únase a
nosotros
para un

Taller de comunidad virtual

Plan de tránsito
de corto alcance y
plan de autobuses
de cero emisiones



6 de octubre de 2021
4:30 - 6:00 p.m.

REGÍSTRESE PARA LA REUNIÓN (ESTA URL DISTINGUE
ENTRE MAYÚSCULAS Y MINÚSCULAS):

bit.ly/SacCountyTransit

SACRAMENTO
COUNTY

¿Preguntas? Póngase en contacto con Mikki McDaniel en mcdanielm@saccounty.net o (916) 875-4769.

Join us for a

Virtual Community Workshop

Short Range Transit & Zero Emission Bus Plan



October 6, 2021
4:30 - 6:00 p.m.

REGISTER FOR THE MEETING
(THIS URL IS CASE SENSITIVE):

bit.ly/SacCountyTransit



Questions? Contact Mikki McDaniel at mcdanielm@sacounty.net or (916) 875-4769.



**Short Range
Transit & Zero
Emission Bus Plan**

Community Meeting

Oct. 6, 2021

SACRAMENTO
COUNTY

 **Stantec**

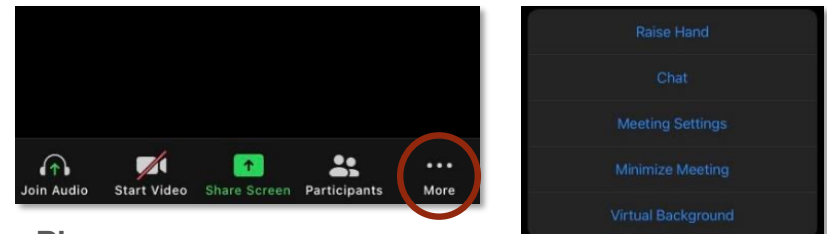
aim
consulting



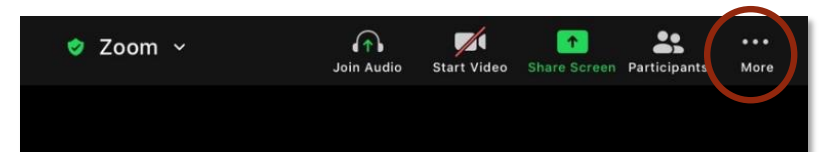
Meeting Orientation

Add any questions or comments to the chat box or use the “Raise Hand” function to be unmuted. Press *9 if calling into the meeting and *6 to unmute yourself.

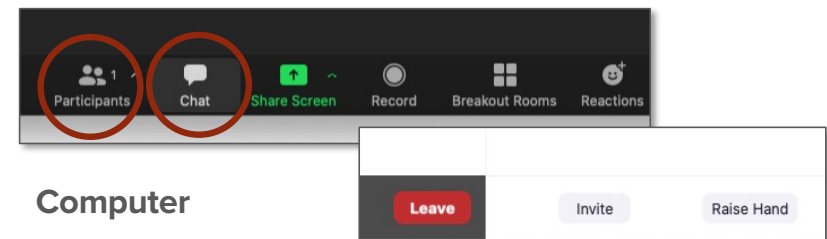
After the meeting, feel free to email Mikki McDaniel at mcdanielm@saccounty.net with any comments or questions.



Phone



Tablet



Computer



Presentation Overview

1. About SCT Link & East County
2. Project Purpose & Goals
3. Project Approach
4. Challenges for SCT Link & East County
5. Performance Review of SCT Link
6. Discussion #1
7. The Delta Service
8. Discussion #2
9. Next Steps
10. Wrap Up



Project Team

- Mikki McDaniel, County of Sacramento
- David Verbich, Stantec
- Amanda McDaniel, Stantec
- Gladys Cornell, AIM
- Elise Brockett, AIM
- Katie DeMaio, AIM



Let's Meet You!

- Where do you live?
 - Galt
 - Iselton
 - The Delta
 - Herald
 - Walnut Grove
 - Ryde
 - Rancho Murieta
 - Other?
- How do you get to where you want to go most of the time?
 - By Car
 - By Bus
 - Walking
 - Biking



About SCT Link and East County Transit



www.sctlink.com



About SCT Link & East County Transit

- Service provided by Sacramento County and the City of Galt
- Offers mobility services to over 35,000 residents in communities like:
 - Galt (about 75% of the total population)
 - Isleton
 - The Delta
 - Herald
 - Walnut Grove
 - Ryde
 - Rancho Murieta (through Amador Transit's route 1)
- Before the pandemic (2019), SCT/Link:
 - Carried over 105,000 passengers in 2019
 - Operated 13 vehicles at peak times
 - Had an operating budget of nearly \$2 million



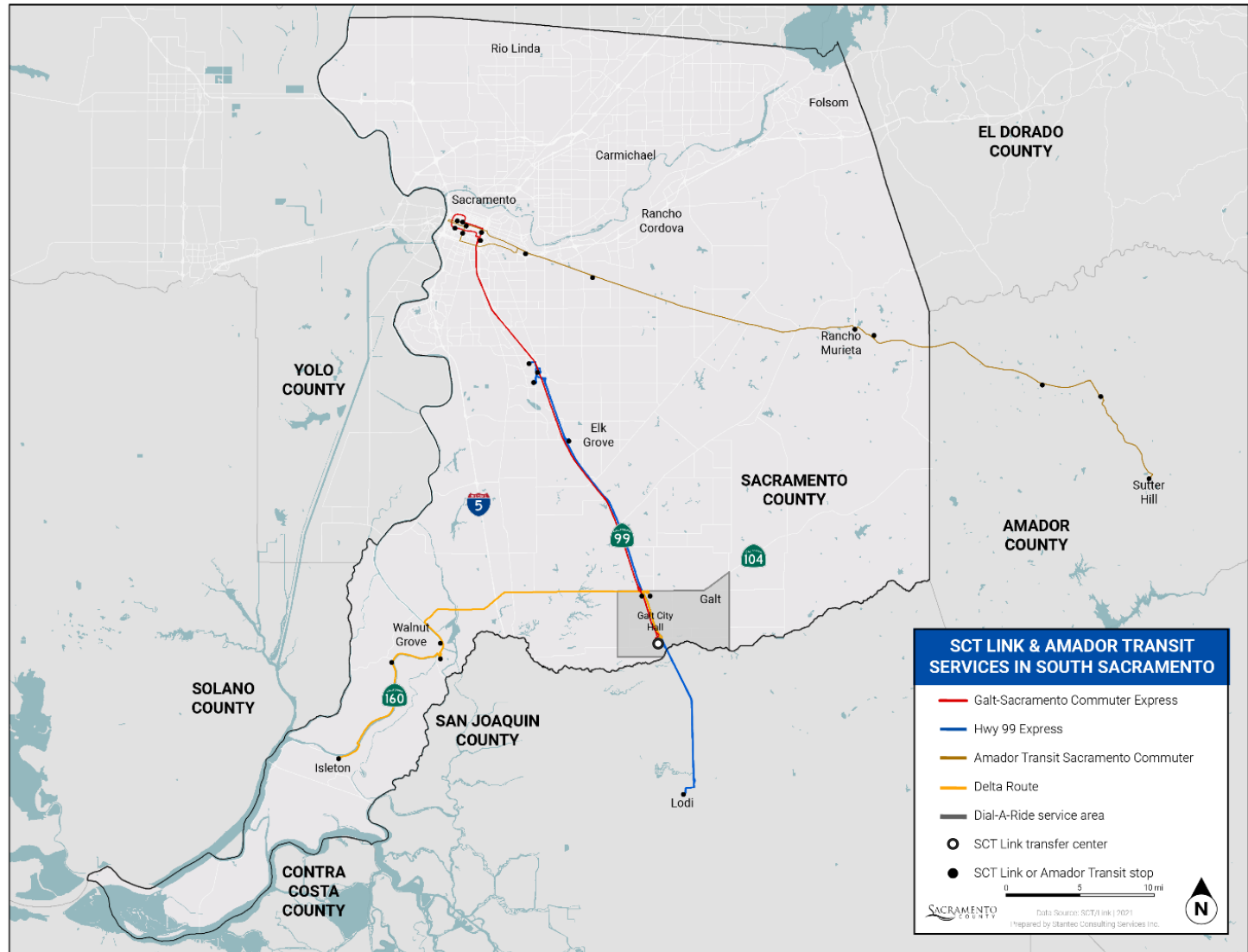


About SCT Link

Service	Function	Operating hours	Vehicle type
Dial-a-ride	Curb-to-curb service in Galt Extended service on certain days for medical trips	Weekdays 6:30 am – 6:30 pm Saturday 8 am – 4:30 pm Sunday – no service	
Hwy 99	Service along Hwy 99 communities between Lodi and South Sacramento	Weekdays 5:20 am – 7:20 pm Saturday/Sunday – no service	
Delta Route	Local service between Isleton, the Delta, and Galt	5 round trips on weekdays Saturday/Sunday – no service	
Galt-Sacramento Express	Commuter service between Galt and downtown Sacramento	3 round trips on weekdays Saturday/Sunday – no service	

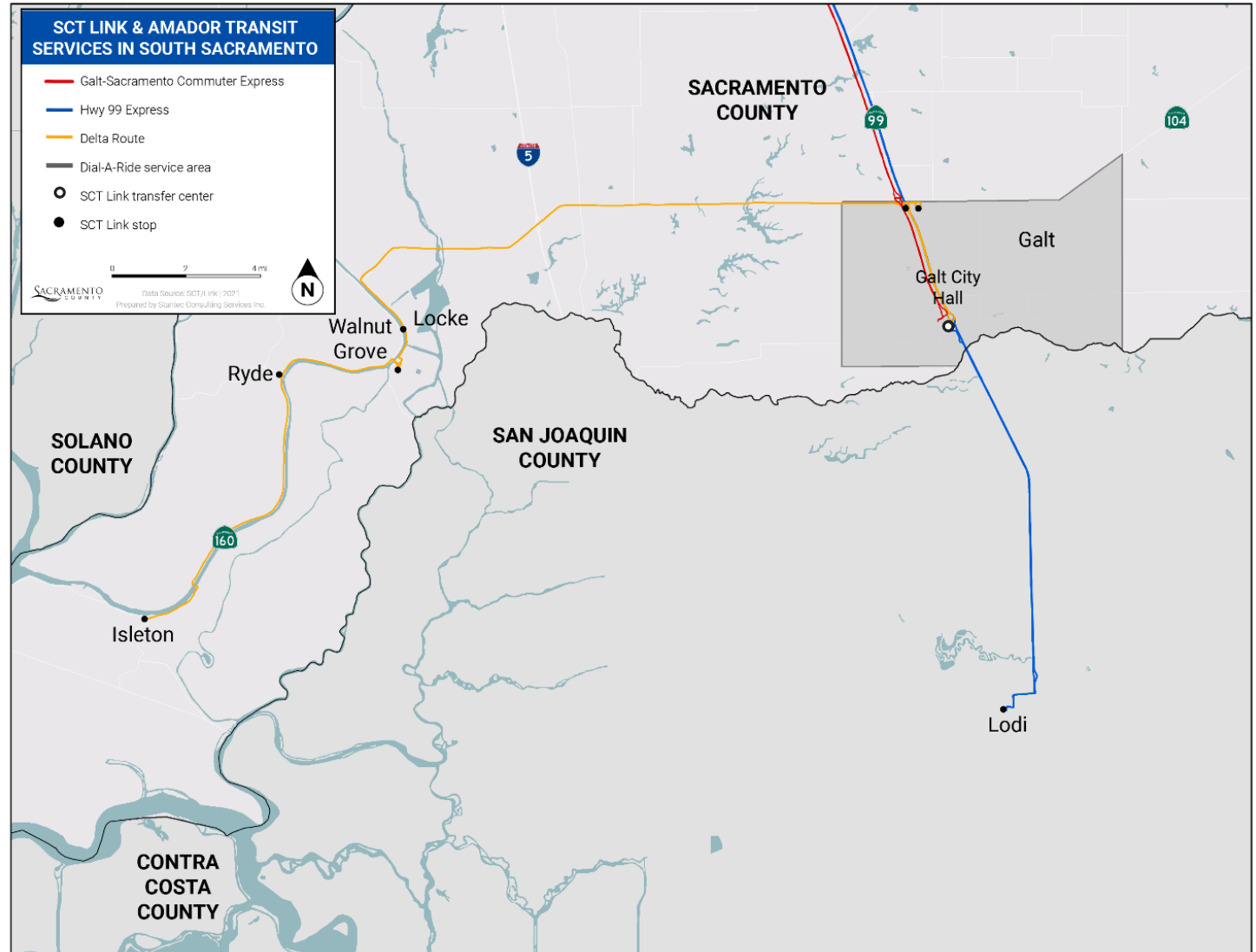


About SCT Link





About SCT Link





About Amador Transit/East County

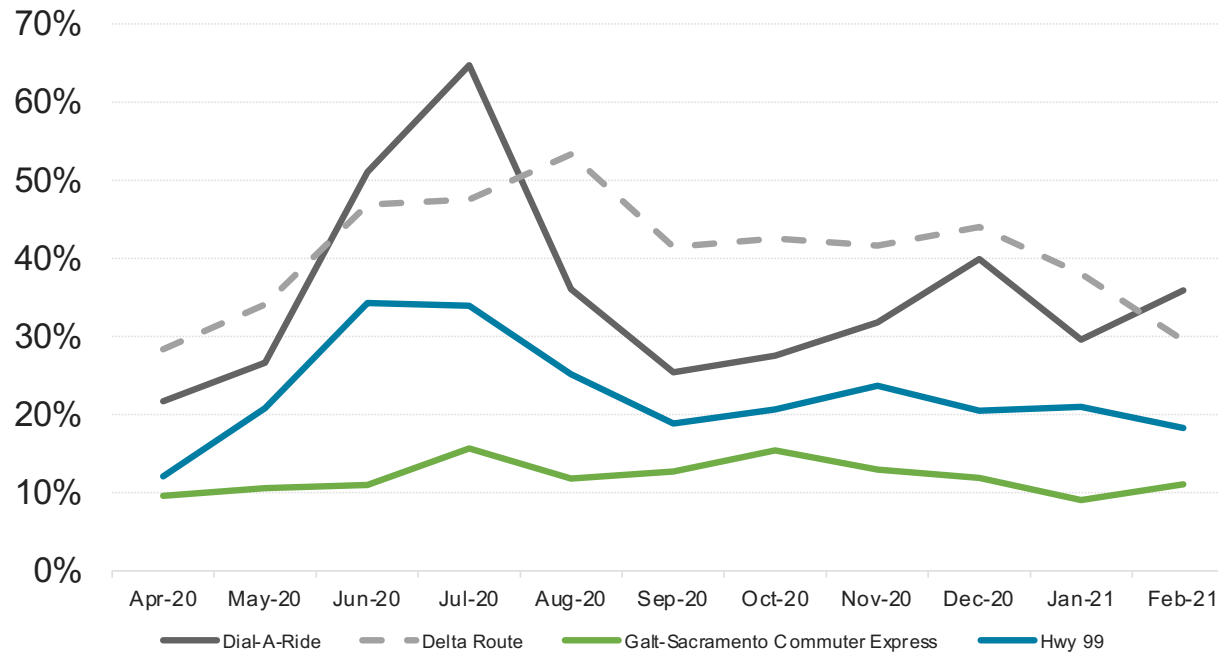
- Sacramento County partially funds route 1 from Amador Transit
- Route 1 operates between Sutter Creek and Sacramento, and provides service for Rancho Murieta
- One round trip in the AM, and one round trip in the PM





The pandemic has created new challenges...

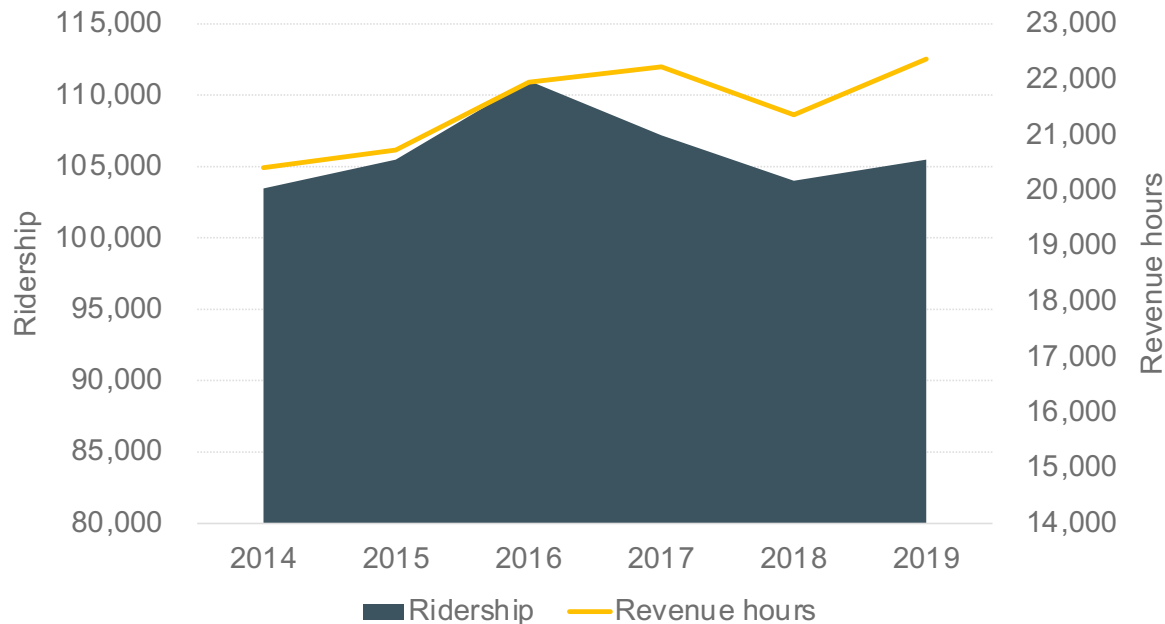
Percent of pre-COVID ridership



- Commuter route saw largest decrease in ridership (90% loss)
- Dial-A-Ride and Delta route saw highest ridership retention, showing these are lifeline services residents depend on
- Important to continue to monitor these trends as we continue to recover and reopen



But even before COVID-19, ridership was on a downward trend... even while investing in more service



- Commuter ridership and dial-a-ride ridership were growing
- Delta ridership was declining the most
- Overall ridership decline and stagnation
- Service hours in 2019 were slightly more than 2016... but ridership was higher in 2016



Project purpose and goals

1. Develop a short-range (5 years) plan to guide service development, infrastructure investment, and capital needs
2. Engage with the community and customers to understand ways to better serve the community and to attract more riders from diverse market segments
3. Identify ways to provide more effective services as we emerge from pandemic-induced disruptions
4. Study zero-emission alternatives and develop a zero-emission rollout plan to comply with State requirements

Check out the project website → bit.ly/SacCountyTransitPlan



Project approach

1. Gather and analyze data about SCT Link service the community
2. Listen to riders and the community to understand needs and priorities (this session and other opportunities)
3. Develop strategies and concepts



Challenges for rural transit (and SCT Link)



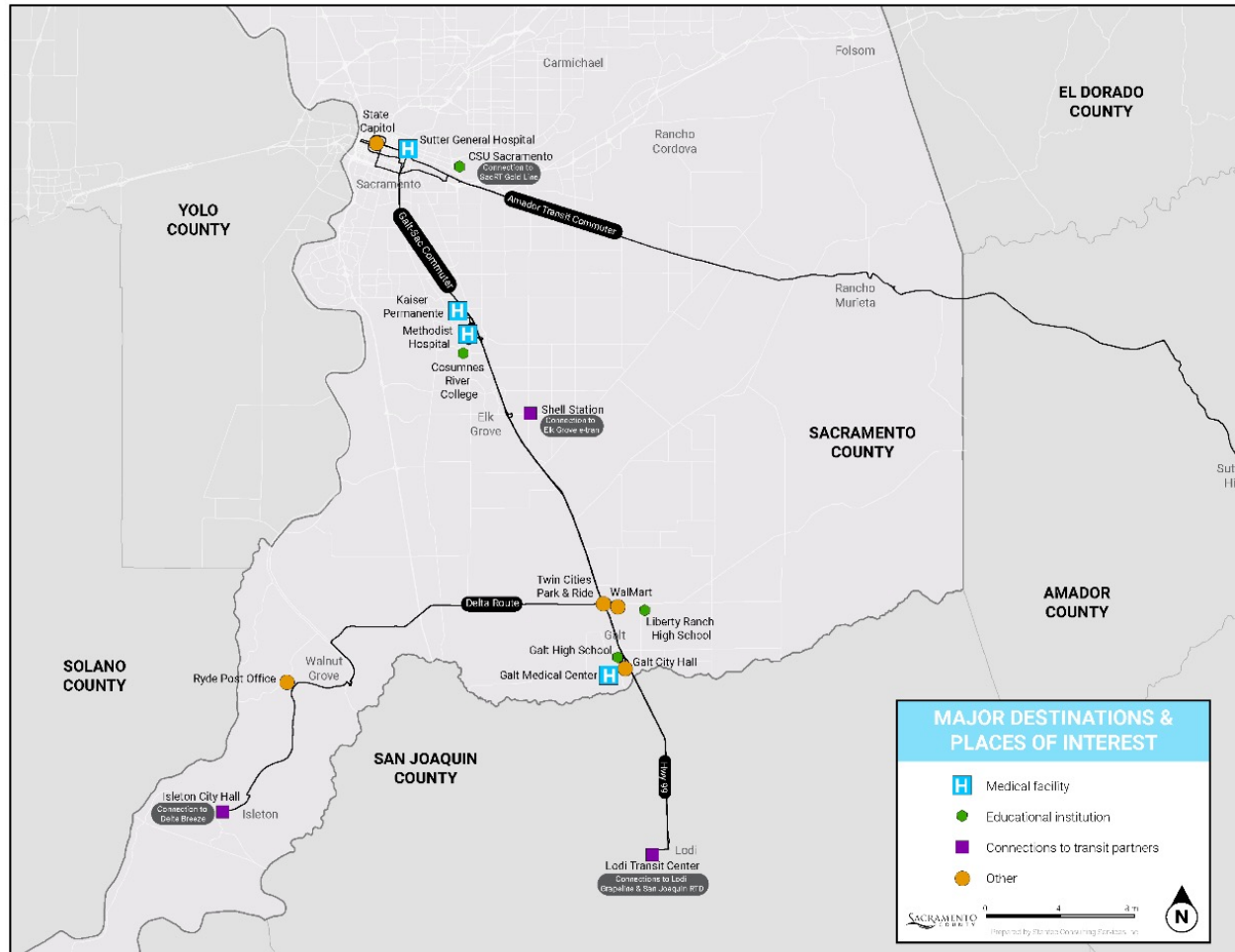
Transit is successful when...

- It serves places that are **dense**....
- And that are **diverse**—meaning different types of land uses (people, jobs, healthcare, etc.)...
- And that are **walkable and connected**...

So that many different people can reach many different opportunities (destinations) throughout the day

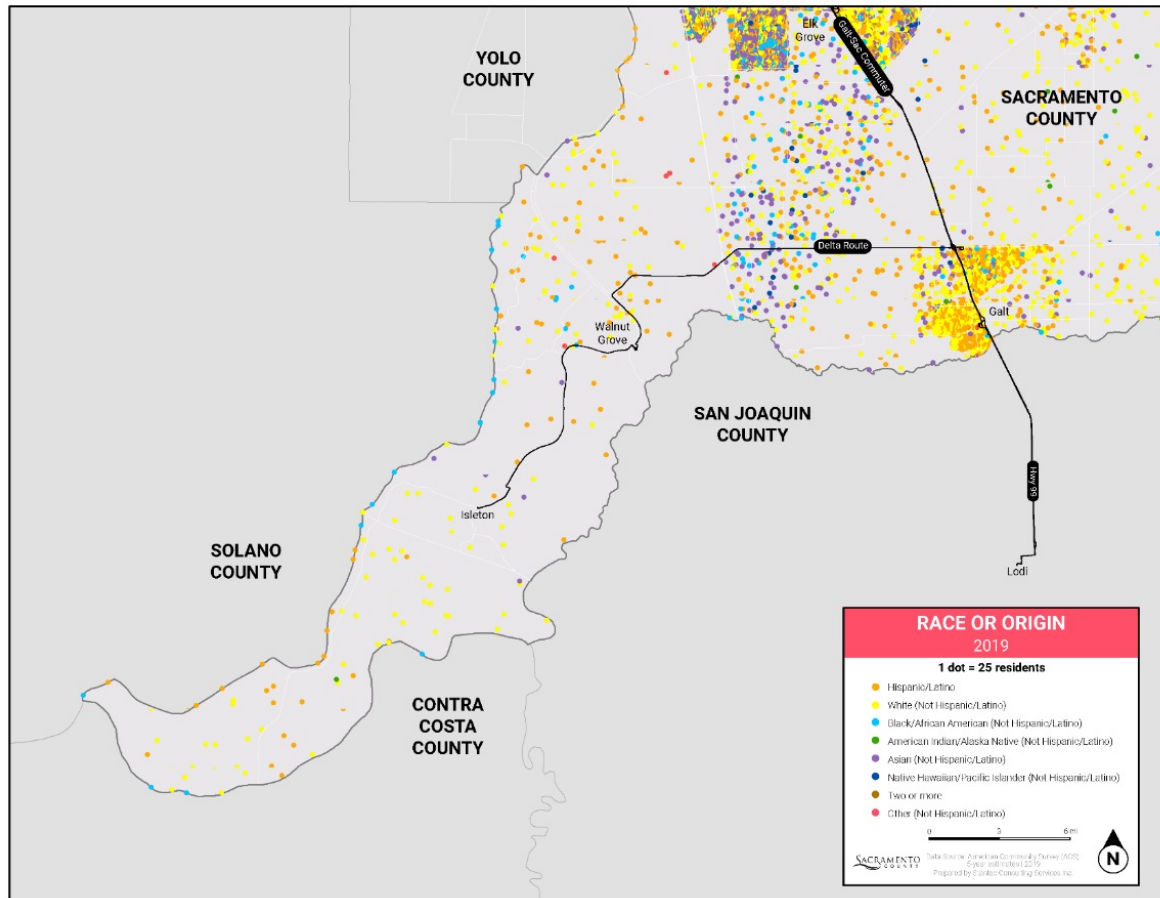


But SCT Link serves a large area with dispersed destinations...



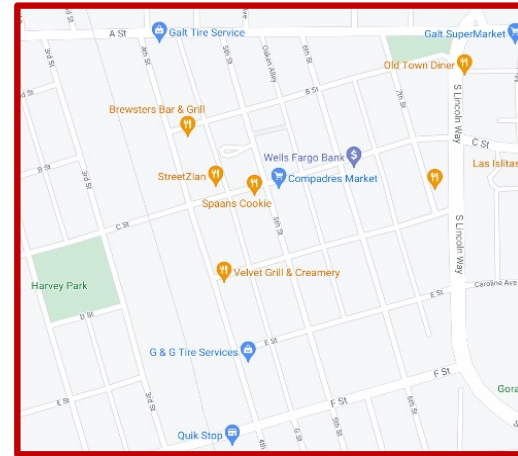
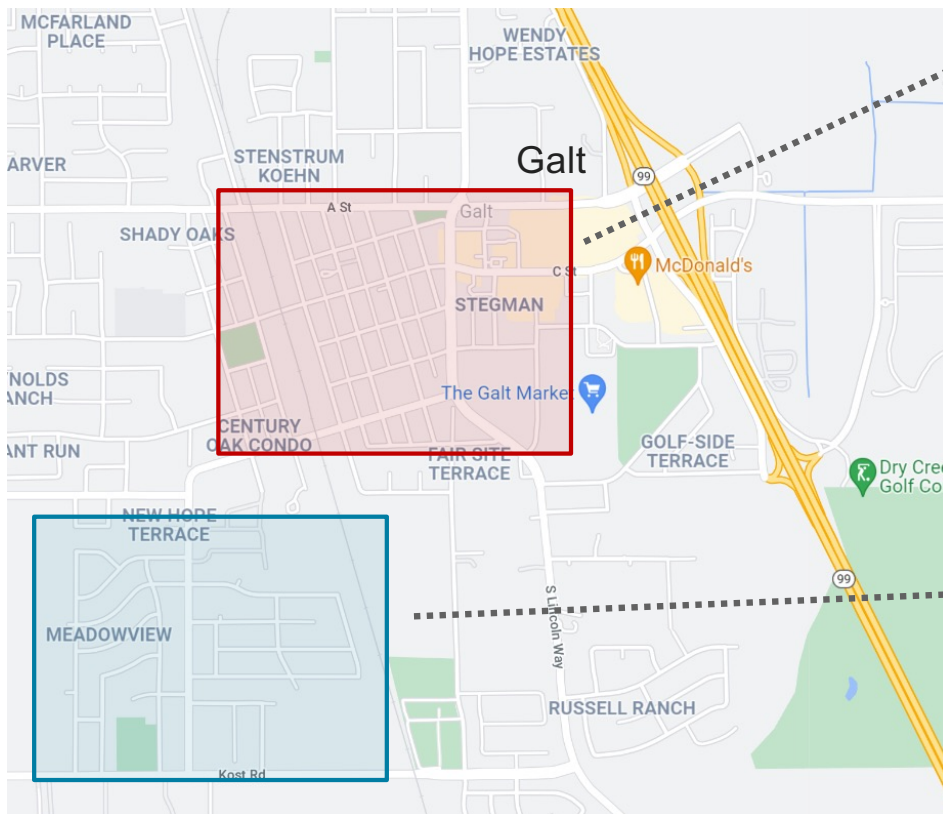


With big distances between people and opportunities and isn't very dense...

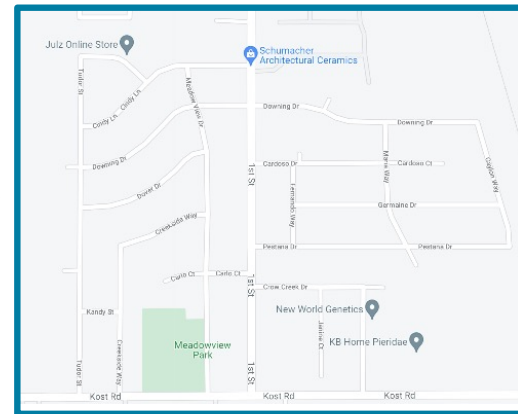




With a fragmented street network in certain places...



Connected grid



Disconnected/
curvilinear



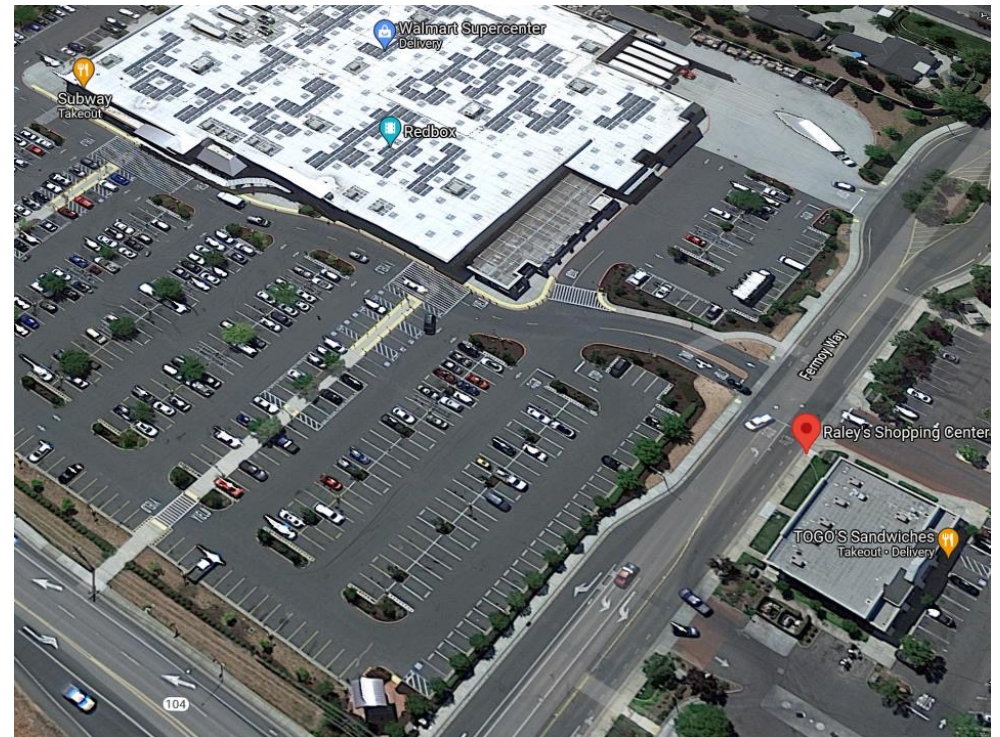
With sidewalks that sometimes disappear...

Walnut Grove



And oceans of parking...

Walmart Galt





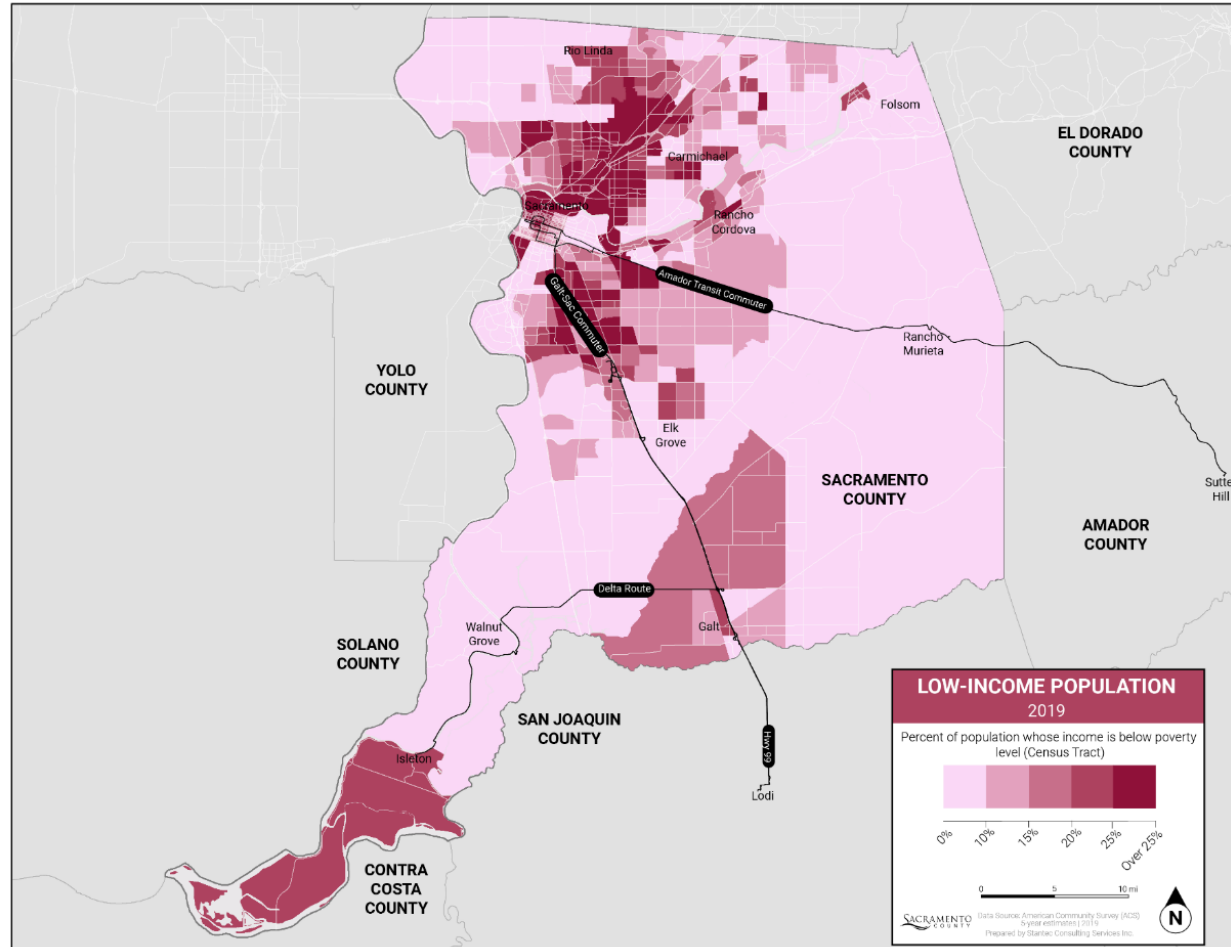
Safety and waiting environment...





And we have communities who need mobility...

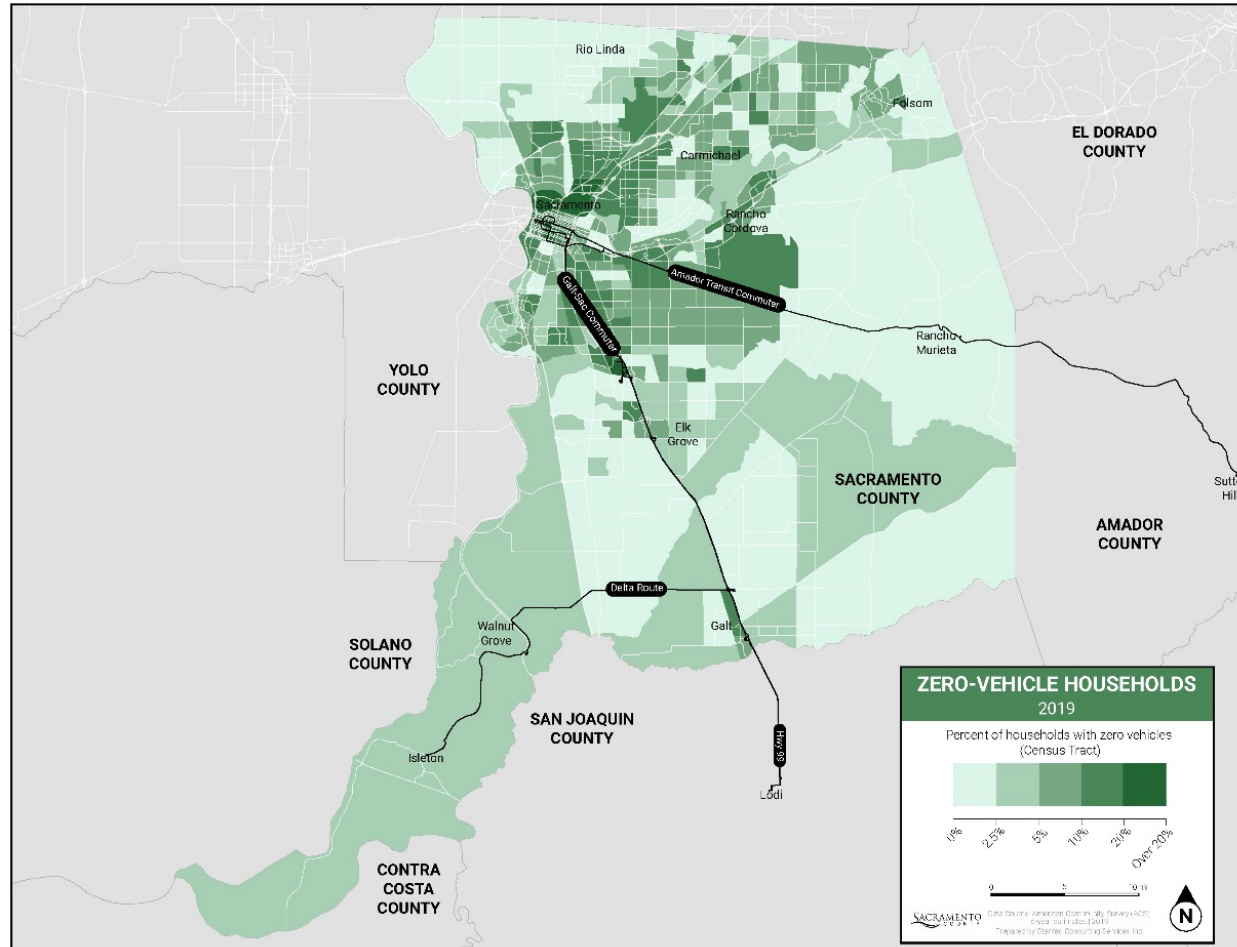
People in poverty





And we have communities who need mobility...

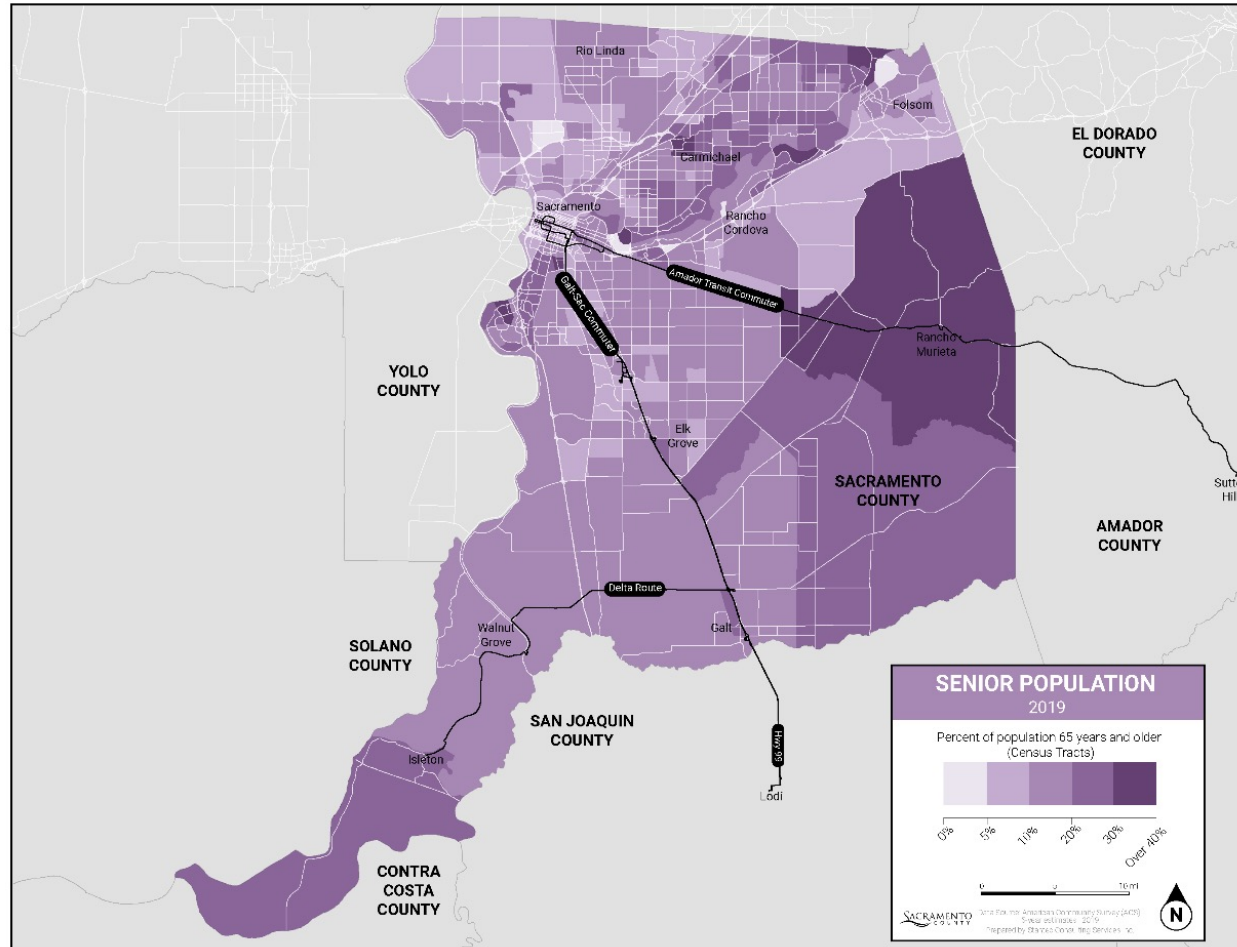
People
without
cars





And we have communities who need mobility...

Seniors





- **How did you travel before COVID?**
- **How do you plan to travel after COVID?**
- **What trips do you take using the bus? Are there regular trips you take that you cannot use transit?**
- **Access to/from bus stops**
 - How do you get to the bus stops?
 - Are there any barriers for you on your route to the bus stop?
- **Bus Stop/Shelter**
 - What is your experience while waiting at the bus stop?
- **Connections to other services (other SCTLinks or RT or other)?**



How are SCT Link's services doing?



- **Do you (or someone you) know ride?**
 - If no, then were you aware of SCT Link?
 - If yes, then what are the biggest reasons for using it?
- **What are the biggest challenges with using it?**
- **How satisfied are you (or someone you know) with the service?**
- **How can we get the word out about the service?**



Galt-Sacramento Commuter Express

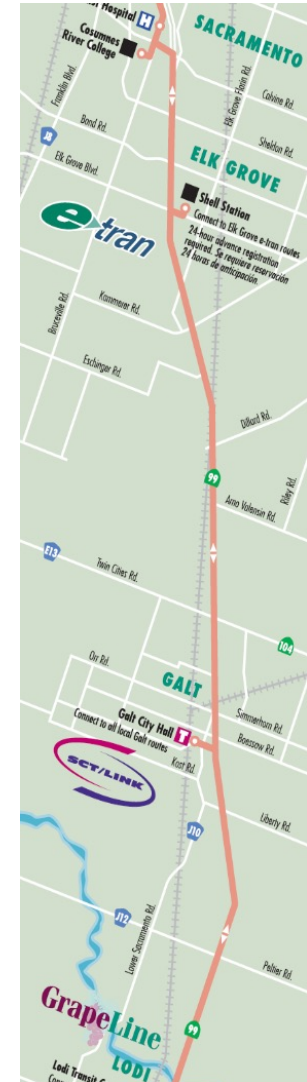
- Serves a specific need – long commute trips into Sacramento
- Was gaining ridership until the pandemic
- This service had room for ridership growth and improvements in reliability, travel time, as well as opportunities for strategies like emergency ride home programs





Highway 99 Express

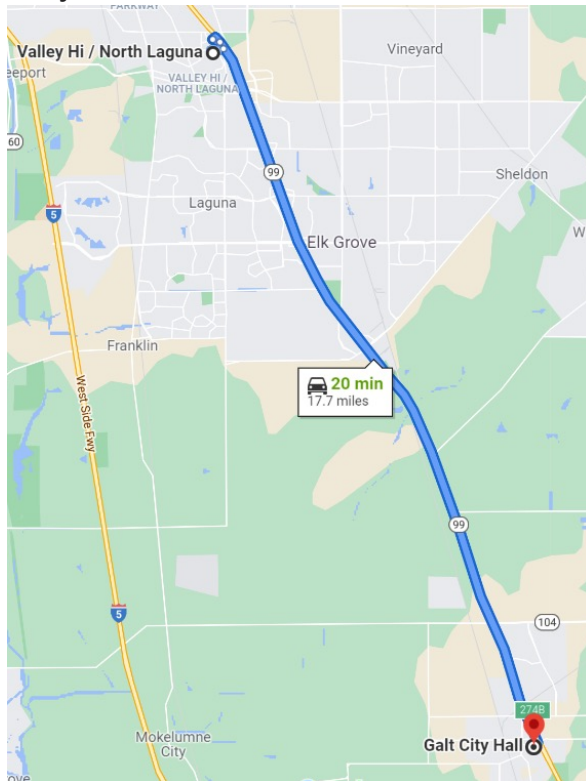
- Provides vital connections to places and people along Hwy 99
- Ridership had been dropping since 2017
- This service had room for ridership growth and improvements in reliability and travel time



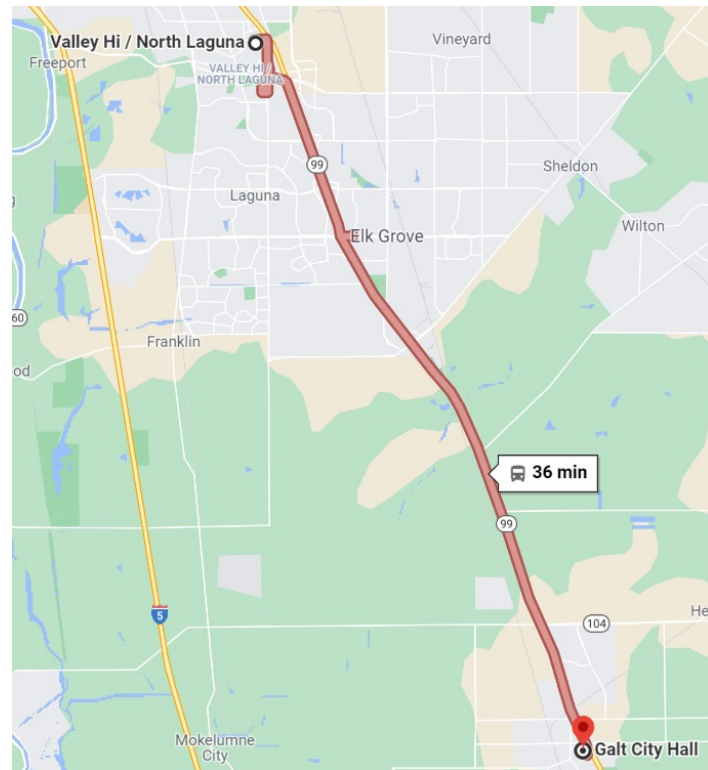


While certain trips are comparable by car and by bus..

By Car



By Bus





You need to time your trip...

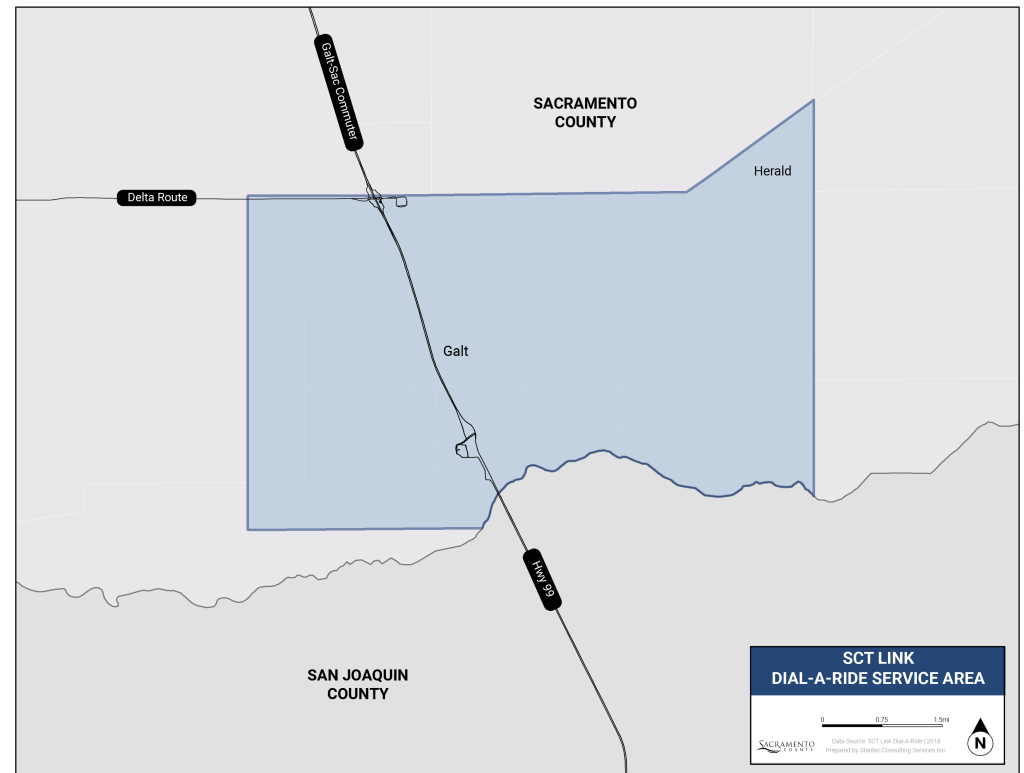
HWY 99 EXPRESS ROUTE							
Northbound				Southbound			
Lodi Transit Center	Galt City Hall	Elk Grove - CRC	South Sacramento Kaiser	Elk Grove - CRC	Galt City Hall	Lodi Transit Center	
-	-	-	-	-	5:25	5:45	
-	5:20	5:45	5:50	6:00	6:25	6:45	
5:45	6:20	6:45	6:50	7:00	7:25	7:45	
6:45	7:20	7:45	7:50	8:00	8:25	8:45	
7:45	8:20	8:45	8:50	9:00	9:25	9:45	
8:45	9:20	9:45	9:50	10:00	10:25	10:45	
9:45	10:20	10:45	10:50	11:00	11:25	11:45	
10:45	11:20	11:45	11:50	12:00	12:25	12:45	
11:45	12:20	12:45	12:50	1:00	1:25	1:45	
12:45	1:20	1:45	1:50	2:00	2:25	2:45	
1:45	2:20	2:45	2:50	3:00	3:25	3:45	
2:45	3:20	3:45	3:50	4:00	4:25	4:45	
3:45	4:20	4:45	4:50	5:00	5:25	5:45	
4:45	5:20	5:45	5:50	6:00	6:25	6:45	
5:45	6:20	6:45	6:50	7:00	7:20	-	
6:45	7:20	-	-	-	-	-	

Frequency is freedom... but it's expensive to provide



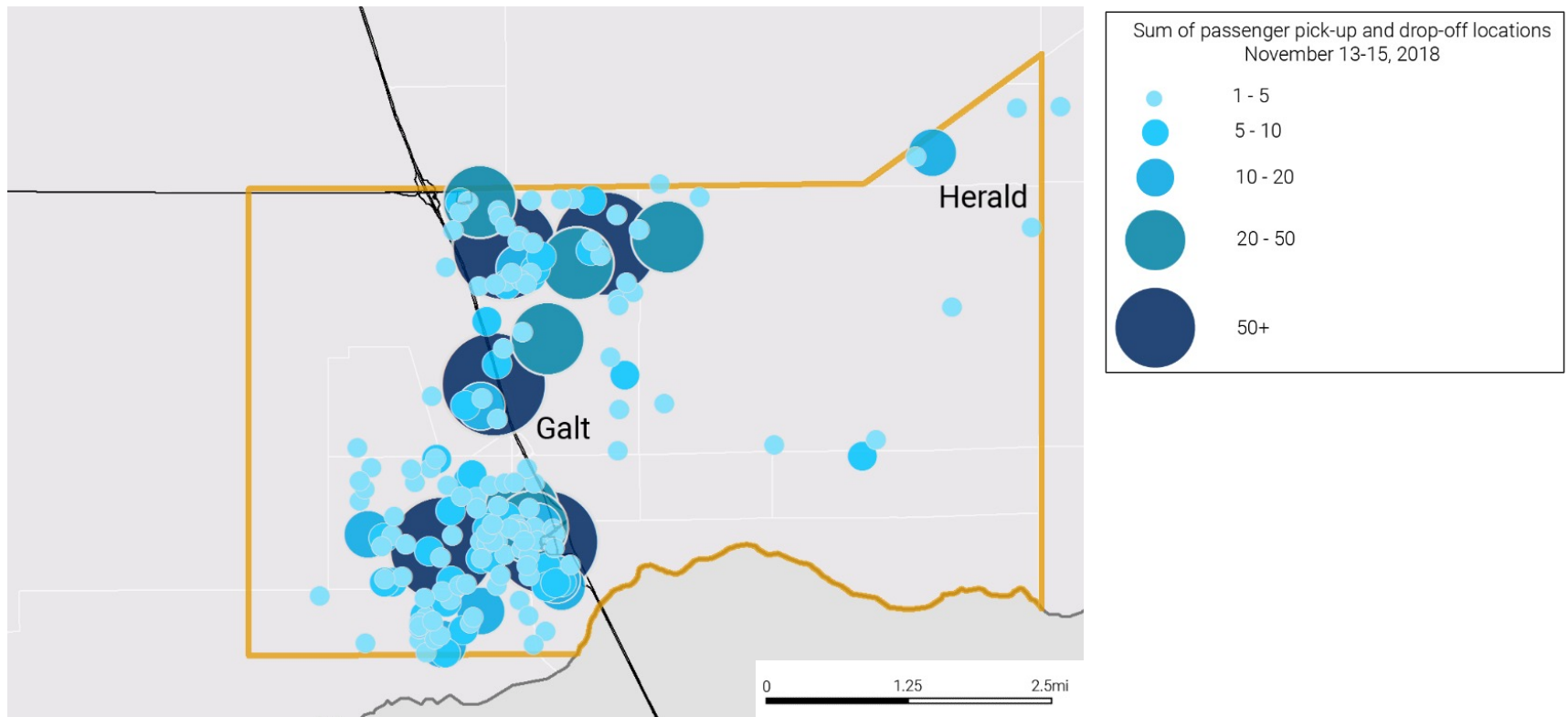
Dial-A-Ride

- Replaced 4 unproductive fixed routes in 2008
- Dial-a-ride ridership accounts for 41% of SCT Link's ridership and consumes about 46% of SCT Link's resources
- Ridership dropped 14% between 2016-2018, but in 2019 ridership increased by 6%
- Cost per passenger is \$19, which is high compared to fixed-route, but good for demand-response service





Service is provided when and where requested...





But there are opportunities to improve...

- Trip booking and availability
- Scheduling
- On-time performance



Delta Route

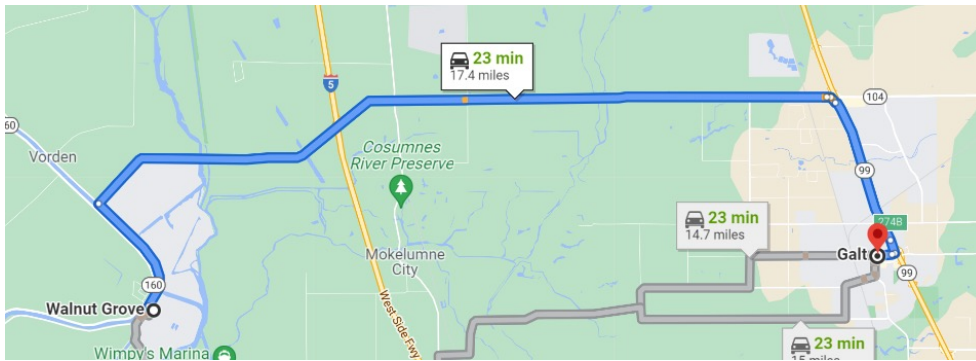
- Provides lifeline services to the Delta, connecting to services in Galt and other transportation opportunities
- Ridership has been dropping since 2016 and makes up about 4% of SCT Link's ridership but consumes about 11% of the revenue hours
- But it carries about 2 riders for every hour of service, and fewer than 20 people rode a day (pre-Covid)
- And each passenger costs SCT Link about \$50 to transport



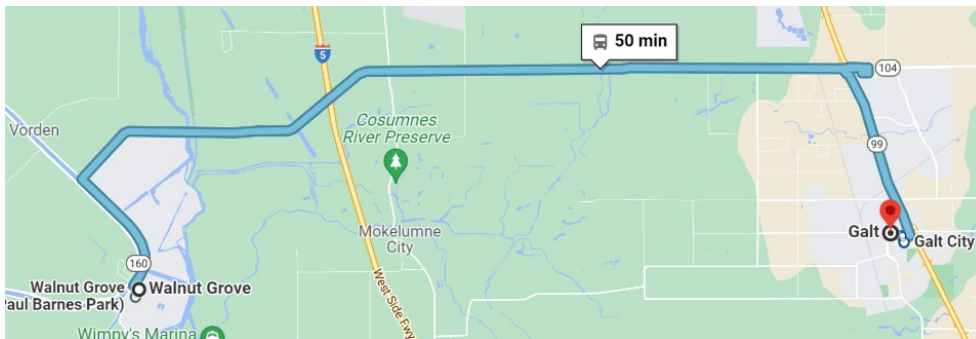


Large distances...

By Car



By Bus



Infrequent service and low demand...

DELTA ROUTE						
Operates Monday through Friday except on holidays.						
Galt City Hall	Galt Raley's & Walmart	Walnut Grove	Isleton	Walnut Grove	Galt Raley's & Walmart	Galt City Hall
6:20	6:30	7:00	7:15	7:30	8:00	8:10
8:20	8:30	9:00	9:15	9:30	10:00	10:10
11:20	11:30	12:00	12:15	12:30	1:00	1:10
3:20	3:30	4:00	4:15	4:30	5:00	5:10
—	—	—	—	—	—	—

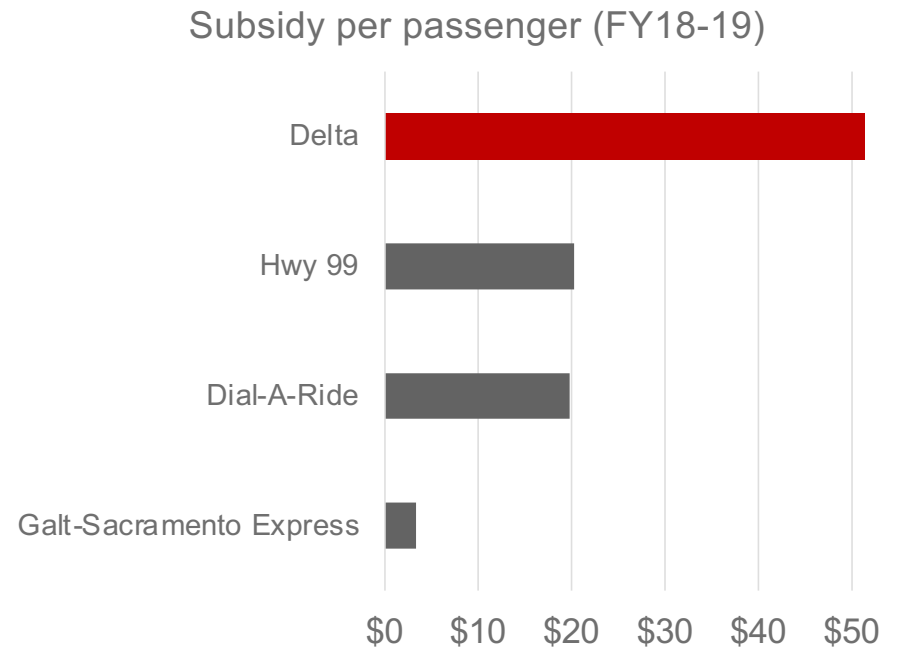


Let's discuss the Delta route a bit more



Issues with the Delta route

- Too infrequent to be attractive
- Long travel times, especially if Galt isn't your final destination
- Declining ridership
- Costly per rider—more than 2.5x more costly than DAR



What are some alternatives?



Fixed-schedule trips on certain days of the week

- In rural Austin, TX, CARTS provides riders a fixed schedule of trips from their community to different destinations on different days
- Customers need to call in one day in advance to book a trip

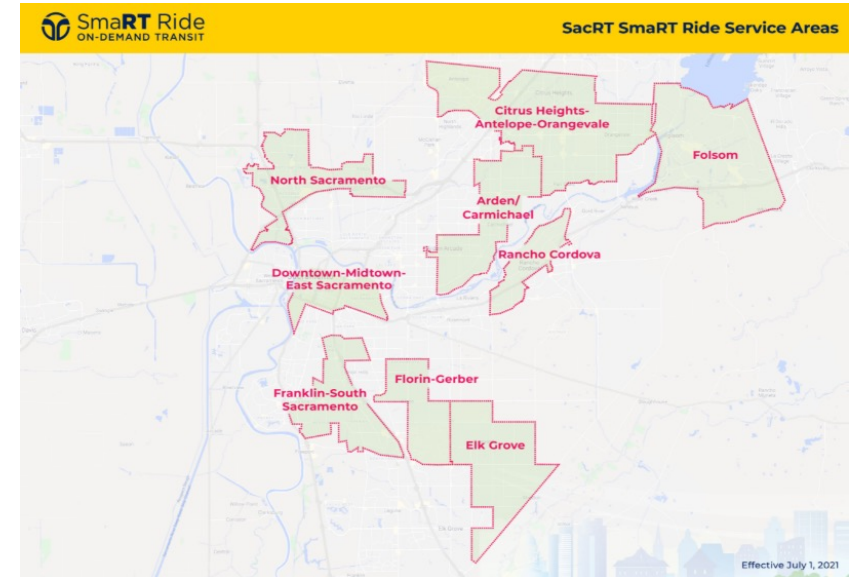
Example 'fixed schedule' from CARTS

<i>Community Served</i>	<i>Destination</i>	<i>Route Day</i>	<i>Departure</i>	<i>Return</i>	<i>One-Way</i>	<i>Reduced</i>
<i>City Of Johnson City</i>	Local Service	Tues & Thurs	1:00p - 4:00p		\$2.00	\$1.00
	To: Marble Falls	2nd Monday	9:00a	2:00p	\$6.00	\$3.00
	To: Austin	4th Friday	9:00a	2:00p	\$6.00	\$3.00
	To: San Marcos	2nd Friday	8:30a	2:00p	\$6.00	\$3.00
	To: San Antonio	1st & 3rd Friday	8:30a	2:00p	\$6.00	\$3.00



SacRT Smart Ride

- Similar to other **shared ride** services (Uber, Lyft) where customers use a smartphone app or call to request a ride
- Can use it to connect to fixed-route services or to complete your entire trip
- Launched in February 2018
- Corner-to-corner or curb-to-curb service
- **Travel must be within designated zones**
- \$2.50 a ride (full fare) or \$1.25 (reduced fare)
- Wait times vary with demand
 - Low demand: a few minutes
 - High demand: up to an hour
- Uses cutaway/shuttle buses





San Joaquin RTD Van Go!

- Service is similar model to SmaRT Ride
- Can book your trip up to 48 hours in advance and you will receive an estimated pick-up window
 - Recommended to book your trip in advance
- Book through website or mobile app
- **Travel throughout entire county (no zones)**
- Service provided 7 days a week, 8 am-5 pm
- Fare is based on distance



Fare	First 5-miles (one-way trip)	After 5 miles
Regular	\$4.00 per person	\$0.50 per mile per person
Discount Fare Card	\$3.00 per person	\$0.50 per mile per person



Rural Fresno Electric Vehicle Car Sharing

- Electric vehicle car sharing for residents of rural areas who need to travel to urban areas and do not have a car
- Program supports purchasing cars and purchasing, installing, and maintenance for electric vehicle chargers
- Vehicles are dispatched from a central mobility hub
- Could also expand to include volunteer drivers
- Can reserve vehicles for the whole day or a portion of the day
- Passengers pay fare dependent on distance (\$0.55 per mile)





**What are some of your ideas for mobility
in the Delta?
What do you think about our ideas?**



Potential Delta mobility options

Alternative	Design/Characteristics	How could it work for the Delta?
Fixed-schedule on certain days of the week	<ul style="list-style-type: none"> • Traditional fixed-route schedules • Operates to particular destinations on specific days only • Need to schedule trip in advance • Brings passengers to major destinations 	<p>Buses pick up passengers from central locations in the Delta, can serve destinations (on certain days) like:</p> <ul style="list-style-type: none"> • Galt • Elk Grove • South Sacramento • Downtown Sacramento • Others?
Microtransit – zones	<ul style="list-style-type: none"> • Travel anywhere in zone or connect to fixed route • Similar to shared ride Uber/Lyft • Reserve trips on mobile app or phone • Can schedule trip when you want (do not have to reserve in advance) • Wait times fluctuate with demand 	<p>Current area being served with Delta Route would be transitioned to a microtransit zone, passengers can schedule a ride to anywhere in the Delta Region.</p> <p>Potential connection to fixed routes in Galt?</p>
Microtransit – no zones	<ul style="list-style-type: none"> • Travel within larger service area • Similar to shared ride Uber/Lyft • Fares based on distance • Reserve trips on mobile app or phone • Need to schedule trip in advance (shorter wait time for vehicle) 	<p>Travel within a larger region—throughout entire south county?</p> <p>Trip fares based on distance—longer distance, more expensive.</p>
Electric vehicle car sharing	<ul style="list-style-type: none"> • Community car sharing program • Can reserve vehicle for a day or part of a day • Vehicles are picked up and dropped off from a central mobility hub • Vehicles are charged at mobility hub • Volunteer driver program for customers who cannot drive themselves 	<p>Establish central mobility hub in Delta Region and acquire electric vehicles for community use</p> <p>Establish volunteer driver program for those who cannot drive themselves</p> <p><i>SCT Link is planning for zero-emission buses and could integrate with an EV car sharing strategy</i></p>



Next steps



Next steps

- Develop a needs assessment based on desired service improvements, your feedback, and community priorities
- Develop recommendations and strategies for service adjustments
- Plan for zero-emission vehicles
- **Outreach in the Delta to hear more ideas and feedback on alternatives**

Sign up at bit.ly/SacCountyTransitPlan to stay informed about the plan

SCT Link Contact:

Mikki McDaniel mcdanielm@saccounty.net
916-875-4769

Project website:

bit.ly/SacCountyTransitPlan