

Downtown Riverfront Streetcar Project
Sacramento, California
Small Starts Project Development
(Updated September 2020)

Summary Description	
Proposed Project:	Streetcar 1.5 Miles, 3 Stations
Total Capital Cost (\$YOE):	\$117.00 Million
Section 5309 CIG Share (\$YOE):	\$50.00 Million (42.7%)
Annual Operating Cost (opening year 2022):	TBD
Current Year Ridership Forecast:	TBD
Horizon Year Ridership Forecast:	TBD
Overall Project Rating:	Under Review
Project Justification Rating:	Under Review
Local Financial Commitment Rating:	Under Review

Project Description: The Sacramento Regional Transit District (RT), in collaboration with the Sacramento Area Council of Governments, City of Sacramento, City of West Sacramento, and Yolo County Transportation District, proposes to construct a streetcar line between West Sacramento and downtown Sacramento. The project as currently proposed includes the purchase of five streetcar vehicles. Service is expected to operate every 15 minutes during daytime hours on weekdays and every 20 minutes on weekday evenings and weekends.

Project Purpose: The project is intended to serve major destinations in the urban cores of West Sacramento and Sacramento, facilitate transit-oriented infill development, and improve transit service and local circulation between the two cities. Key destinations along the project corridor include an Amtrak station, the Old Sacramento Historic District, Sutter Health Park and a future Major League Soccer stadium.

Project Development History, Status and Next Steps: A 4.4-mile locally preferred alternative (LPA) was selected in September 2013. The project entered Small Starts Project Development in May 2014. The LPA was included in the region’s fiscally-constrained long range transportation plan in December 2014. The Environmental Assessment was published in May 2015, and FTA issued a Finding of No Significant Impact in February 2016.

In early 2019, RT received construction bids that significantly exceeded the engineering estimate. RT and its project partners spent time determining how best to move forward, and in September 2020, FTA was provided with information stating they intended to move forward with a shortened alignment with fewer stations. Detailed information on the revised project has not yet been provided to FTA for evaluation and rating, thus it is shown as “Under Review” by the local project partners. An Environment re-evaluation is underway and expected to be completed in Summer 2021.

Significant Changes Since Last Evaluation (November 2017): The project alignment was shortened from 4.4 to 1.5-miles with three stations instead of 21, and the cost decreased from \$208.50 million to \$117.00 million.