

Downtown Riverfront Streetcar
Sacramento, California
Small Starts Project Development
(Rating Assigned November 2015)

| Summary Description | |
|---|---|
| Proposed Project: | Streetcar 4.2 Miles, 16 Stations |
| Total Capital Cost (\$YOE): | \$150.00 Million |
| Section 5309 Small Starts Share (\$YOE): | \$74.99 Million (50.0%) |
| Annual Operating Cost (opening year 2019): | \$3.50 Million |
| Current Year Ridership Forecast (2012): | 2,800 Daily Linked Trips 1,000,200 Annual Linked Trips |
| Horizon Year Ridership Forecast (2035): | 7,600 Daily Linked Trips 2,600,300 Annual Linked Trips |
| Overall Project Rating: | Medium-High |
| Project Justification Rating: | Medium |
| Local Financial Commitment Rating: | High |

Project Description: The Sacramento Area Council of Governments (SACOG), in collaboration with the Sacramento Regional Transit District (RT), City of Sacramento, City of West Sacramento, and Yolo County Transportation District, proposes to construct a streetcar line between West Sacramento and the Midtown District in Sacramento. The project includes the construction of 16 stations and an operation and maintenance facility as well as the purchase of six streetcars. Local officials plan to establish a new nonprofit organization comprised of SACOG, the two cities, and the two transit operators that would establish fares, budget, security, etc. RT will operate the service every 15 minutes on weekdays and every 20 minutes on weekday evenings and weekends.

Project Purpose: The project would serve major destinations in the urban cores of West Sacramento and Sacramento, facilitate transit-oriented infill development in several designated areas along the route, and improve transit service and local circulation between the two cities. Key destinations along the project corridor include an Amtrak station, the convention center, the state capitol, a new sports/entertainment arena currently under construction, and a minor-league baseball stadium.

Project Development History, Status and Next Steps: SACOG and its project partners included the locally preferred alternative in the region's fiscally-constrained long range transportation plan in April 2012. The project entered Small Starts Project Development in May 2014. Local officials anticipate completing the environmental review process with receipt of a Finding of No Significant Impact in spring 2016, receiving a Small Starts Grant Agreement in spring 2017, and starting revenue service in December 2019.

Significant Changes Since November 2014: The planned relocation of a segment of RT's existing Blue light rail line was removed from the streetcar project's scope because that segment will be funded as a separate project. The capital cost was reduced from

\$165.93 million to \$150.0 million as a result. The requested Small Starts amount remained unchanged, increasing the share from 45 percent to 50 percent.

| Locally Proposed Financial Plan | | |
|--|---------------------------------------|--------------------------------|
| <u>Source of Funds</u> | <u>Total Funds (\$million)</u> | <u>Percent of Total</u> |
| Federal: Section 5309 Small Starts | \$74.99 | 50.0% |
| State: General Funds | \$10.00 | 6.7% |
| Local: City of West Sacramento Sales Tax | \$25.00 | 16.6% |
| City of Sacramento (Benefit Assessment District) | \$30.00 | 20.0% |
| City of Sacramento (General Funds) | \$7.00 | 4.7% |
| Sacramento County (General Funds) | \$3.0 | 2.0% |
| Total: | \$150.00 | 100.0% |

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

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LAND USE RATING: Medium

The land use rating reflects population and employment densities within ½-mile of proposed station areas, as well as the share of legally binding affordability restricted housing in the corridor compared to the share in the surrounding county(ies).

- The existing population of the corridor is 16,200 with a density of 3,600 people per square mile, which corresponds with a Medium-Low rating by FTA guidelines. Existing employment in the corridor is 85,000, corresponding to a Medium rating by FTA guidelines. Other high trip generators include a convention center, professional basketball arena, minor league baseball stadium, and other civic, arts, and entertainment uses. Daily parking in downtown Sacramento costs \$15 on average, corresponding to a Medium-High rating.
- The proportion of legally binding affordability restricted housing in the project corridor compared to the proportion in the counties through which the project travels is 10.48, which rates High according to FTA benchmarks.
- Downtown Sacramento includes mid and high-rise office, residential, and hotel uses on a grid street system with generally short building setbacks and structured parking. The West Sacramento station areas contain a diverse mix of land uses, including a civic center, small-lot residential neighborhoods, commercial/light industrial development, and a considerable amount of vacant land that is planned for redevelopment. Pedestrian infrastructure in West Sacramento is not consistent but has been improved recently.

ECONOMIC DEVELOPMENT RATING: Medium-High

Transit-Supportive Plans and Policies: Medium-High

- *Transit-Supportive Corridor Policies:* The City of Sacramento 2035 General Plan includes citywide goals and policies to support infill development, redevelopment, transit-oriented development, compact neighborhoods, and growth in the downtown and urban centers. Specific plans address three large redevelopment areas (about 200 acres or more each) in Sacramento and West Sacramento and include density and design guidelines to support high-density, mixed-use urban infill. Design guidelines have also been created to improve walkability in the West Sacramento CBD.
- *Supportive Zoning Regulations Near Transit Stations:* Adopted zoning regulations in Sacramento and West Sacramento support residential and commercial densities in the medium to high range, mixed-use development, and reduced or eliminated parking requirements. Larger than ideal setback requirements in West Sacramento contrast with other design regulations that are largely transit-supportive.
- *Tools to Implement Land Use Policies:* Regional agencies have undertaken a variety of outreach efforts in support of TOD, including developing TOD guidelines, although efforts specifically in the streetcar corridor were not identified. In the West Sacramento Bridge and Washington Districts, property owners have been involved in an extensive public-private collaboration over several years to develop joint funding mechanisms for infrastructure improvements and to develop regulatory incentives to support redevelopment of these areas in a transit oriented pattern.

Performance and Impacts of Policies: Medium-High

- *Performance of Land Use Policies:* Mixed-use development (primarily residential) has been occurring in downtown Sacramento over the past decade at a moderate but accelerating pace. Development is beginning to take place in West Sacramento's Bridge and Washington Districts now that initial infrastructure improvements have been made. These projects are high-density (consistent with district plans) and walkable.
- *Potential Impact of Transit Investment on Regional Land Use:* There are substantial development opportunities on large-scale infill sites encompassing at least 500 acres of developable land. The streetcar corridor in downtown Sacramento includes numerous other opportunities for smaller-scale intensification of uses.

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| Tools to Maintain or Increase Share of Affordable Housing: Medium |
| <ul style="list-style-type: none">• The City of Sacramento has an inclusionary housing ordinance and an affordable housing trust fund; over 85 properties in the ½ mile station areas currently have deed restrictions. Three recently completed projects serving very and extremely low income households have more than 50 years left on their regulatory agreements.• West Sacramento's state financing for Bridge District infrastructure requires that the city create at least 500 affordable housing units. To date, 70 units have been constructed and 77 are proposed. These units will be income-restricted for a 55-year period. |



RAILYARDS DISTRICT



Sacramento
Intermodal
Transportation
Facility

Sacramento
County
Offices

City Hall

12TH STREET

F STREET

CIVIC CENTER
DISTRICT

Civic
Center

West Sacramento
Transit Center



TOWER BRIDGE GATEWAY

WASHINGTON
DISTRICT

Raley
Field

BALL PARK DR

BRIDGE DISTRICT



5TH STREET

RIVERFRONT STREET

Sacramento River

THE
DOCKS

3RD STREET



Old
Sacramento

Embassy
Suites

Crocker
Park



3RD STREET

P STREET
Q STREET
R STREET



Southside
Park

7TH STREET

9TH STREET

10TH STREET

11TH STREET

Roosevelt
Park



Fremont
Park

15TH STREET

16TH STREET

19TH STREET

21ST STREET

CAPITOL MALL

L STREET

N STREET

Crest
Theatre

Chavez Plaza
Citizen
Hotel

Sheraton
Grand

Music Circus

Memorial
Auditorium

Hyatt
Regency

State
Capitol

Capitol
Park

State East
End Complex

Sacramento
Convention
Center

K STREET

L STREET

CAPITOL AVENUE

J STREET



Future
ESC

Holiday
Inn