

Downtown Riverfront Streetcar Project
Sacramento, California
Small Starts Project Development
(Rating Assigned November 2017)

Summary Description	
Proposed Project:	Streetcar 4.4 Miles, 20 Stations
Total Capital Cost (\$YOE):	\$208.50 Million
Section 5309 Small Starts Share (\$YOE):	\$99.99 Million (48.0%)
Annual Operating Cost (opening year 2021):	\$5.92 Million
Current Year Ridership Forecast (2017):	3,400 Daily Linked Trips 1,201,300 Annual Linked Trips
Horizon Year Ridership Forecast (2036):	8,800 Daily Linked Trips 2,980,600 Annual Linked Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	High

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 the Midtown District in Sacramento. The project includes the construction of an operation and maintenance facility as well as the purchase of six streetcars. The two cities have formed a Joint Powers Authority (JPA) to own the project, which will contract with RT to build, operate and maintain the project. Service is expected to operate 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, 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: RT and its project partners selected the locally preferred alternative in September 2013, and included it in the region's fiscally-constrained long range transportation plan in December 2014. The project entered Small Starts Project Development in May 2014. The Environmental Assessment was published in May 2015, and FTA issued a Finding of No Significant Impact in February 2016. The project partners anticipate receipt of a Small Starts Grant Agreement in May 2018, and the start of revenue service in October 2021.

Significant Changes Since Last Evaluation (November 2016): The project cost increased from \$200.0 million to \$208.5 million to incorporate all project development costs.

Locally Proposed Financial Plan

<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal:		
Section 5309 Small Starts	\$99.99	48.0%
FHWA Flexible Funds (Congestion Mitigation and Air Quality Program)	\$5.00	2.4%
State:		
Transit and Intercity Rail Capital Program Cap and Trade Funds	\$30.00	14.4%
Proposition 1A Bond Proceeds	\$25.00	12.0%
Public Transportation Modernization, Improvement & Service Enhancement Account (Prop 1B)	\$1.50	0.7%
Local:		
City of West Sacramento Sales Tax Revenues	\$35.00	16.8%
City of Sacramento General Funds	\$9.00	4.3%
Sacramento County General Funds	\$3.01	1.4%
Total:	\$208.50	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 density within one-half mile of proposed stations, employment served by the line, and the share of legally binding affordability restricted (LBAR) housing in the station areas compared to the share in the surrounding counties.

- The average population density across all station areas is 4,642 persons per square mile, which corresponds with a Medium-Low rating by FTA guidelines. Existing employment in the corridor is 91,452, corresponding to a Medium rating by FTA guidelines. Parking costs in the Sacramento central business district (CBD) average \$15, corresponding to a Medium-High rating. The proportion of LBAR housing in the project corridor compared to the proportion in the counties through which the project travels is 9.55, which corresponds to a 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 lower density 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 recently improved.

ECONOMIC DEVELOPMENT RATING: Medium-High

Transit-Supportive Plans and Policies: Medium-High

- *Transit-Supportive Corridor Policies:* The City of Sacramento 2035 General Plan includes goals and policies to support infill development, redevelopment, transit-oriented development (TOD), compact neighborhoods, and growth in the downtown and urban centers. The City of West Sacramento is currently preparing its 2035 General Plan. Sub-area plans address three large redevelopment areas 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 along the streetcar corridor.
- *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. The City of Sacramento has also established a TOD overlay district to prioritize investment in pedestrian infrastructure for areas located within one-quarter mile of the Streetcar stations. In the City of West Sacramento, large setbacks and low lot coverage requirements contrast with other design regulations that are largely transit-oriented.
- *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 with limited retail space, has been increasing in downtown Sacramento throughout 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 the backbone infrastructure improvements have been made. These projects are high-density, walkable, and consistent with district plans.
- *Potential Impact of Transit Investment on Regional Land Use:* There are substantial development opportunities on large-scale infill sites with cleared land available for redevelopment in the City of Sacramento and City of West Sacramento. There are also numerous other opportunities for smaller-scale intensification of land uses in the City of Sacramento CBD.

Tools to Maintain or Increase Share of Affordable Housing: Medium

- The City of Sacramento has an inclusionary housing ordinance and an affordable housing trust fund. More than 85 properties in the one-half mile station areas currently have deed restrictions. Three recently completed projects serve very low-income and extremely low-income households.
- The City of 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.

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