



1.0 Introduction to the Phase 1 Report

The City of West Sacramento, the City of Sacramento, Sacramento Regional Transit District (RT), and the Yolo County Transit District (YoloBus) formed a partnership to study the reintroduction of the streetcar to connect their cities' downtowns and Riverfront areas. Over the past 30 years, both public and private interests looked at many ways to bring the streetcar back to this area - and this unique partnership, aided by funding from SACOG's Community Design Program, performed a thorough feasibility analysis for a Downtown/Riverfront Streetcar. This feasibility study develops information on the project in sufficient detail so that elected officials, public agencies, citizen groups, and other stakeholders can make informed decisions on the most appropriate transit investment, particularly in terms of technology, alignment, financing possibilities, and operating plans.

1.1 The Report Structure

This Report consists of an Executive Summary, followed by technical sections which summarize the technical analysis performed. This report's technical sections recap more lengthy Technical Memoranda that were produced over the course of the Phase 1 effort. These Technical Memoranda have been organized as Appendices A-M, and supplement this report.

This report is organized by the sequential elements of the study – Project Planning, Concept Development, Operations and System Planning, and Finance and Organization. A description of each study process is summarized below

- **The Executive Summary** – An overview of the project development process, including selection of a Preferred Initial Alignment, the fundamentals that drove the project development process, and a summary of the key technical, financial, operational, and organizational requirements needed to move the streetcar project into the next phase.
- **Project Planning** – The principal means of collecting information, assessing existing conditions and factors, and defining the direction for the preferred alignment.
- **Concept Development** – Once the initial alignment was identified, developing the technical aspects of the project
- **Systems Planning** – After the basic alignment was set and conceptual engineering initiated, developing the operations and systems plan to support the streetcar
- **Finance and Organization – Examining** the potential to finance the streetcar, as well as an organization approach that takes into account the intergovernmental nature of this venture

A note about the alignment(s): The alignment for this potential streetcar project went through an evolutionary process during the course of the Phase 1 study effort. During the initial fieldwork and project planning Charrette, a working provisional alignment was devised, and used to further analyze a potential project. Two options, called Alternatives A and B, each serving slightly different areas of both downtowns, were later developed and subjected to further review. To provide some indicator performance measures for a preferred alignment, the team prepared a



preliminary ridership forecast, service plan, and a capital and operating cost estimate based on these hypothetical routes. Revisions to each set of findings, which reflect the ultimate Preferred Initial Alignment, are included at the end of each respective summary section. During the first 60 days of Phase 2, the project's Policy Steering Committee, Technical Advisory Committee and design team will review and confirm the Preferred Initial Alignment and prepare updates for the appropriate Technical Memoranda.