

## THE RAIL OF TWO CITIES

As Sacramento and West Sacramento continue to transform into vibrant places to **live, work,** and **play,** moving people to their desired destinations with ease (their first/last mile) is vital for residents, visitors and businesses alike. The Downtown Riverfront Streetcar circulator creates the opportunity to park once and still have access to all the corridor has to offer — ultimately providing a livable, active urban core.

### SERVICE BENEFITS:



#### Inspires Connection

Links major destinations between West Sacramento and Sacramento's downtown and midtown districts



#### Takes Cars Off the Road

Reduces traffic congestion and the need for additional parking facilities



#### Promotes Mobility

Offers a reliable, convenient, high frequency alternative that enhances existing transit services for a complete network



#### Stimulates Economic Vitality

Connects people to jobs and fosters redevelopment within the corridor



#### Enriches Passenger Experience

Provides riders with inexpensive modern travel that includes enhanced communications and easy access



#### Encourages Environmental Sustainability

Enhances livability within the urban core while supporting healthier travel

## SACRAMENTO'S DISTINCTIVE SYSTEM

### OPERATING PLAN

WEEKDAYS		WEEKENDS/HOLIDAYS
7 days a week / 7 AM - 11 PM		
7 AM - 6 PM every 15 minutes	6 PM - 11 PM every 20 minutes	7 AM - 11 PM every 20 minutes

- In-street running on fixed rails with overhead catenary wires
- Faster than walking with closely spaced stops located near popular attractions on a simple route
- 21 stops, 27 stations along route connecting West Sacramento & Sacramento

### STATIONS

- Complement surrounding neighborhoods
- Platforms with shelters
- Ticket vending machines
- Wayfinding signage
- Possible enhanced amenities (artwork, technology, lighting, advertising)

### FUNDING



**Federal = \$105 million**

**State = \$56.6 million**

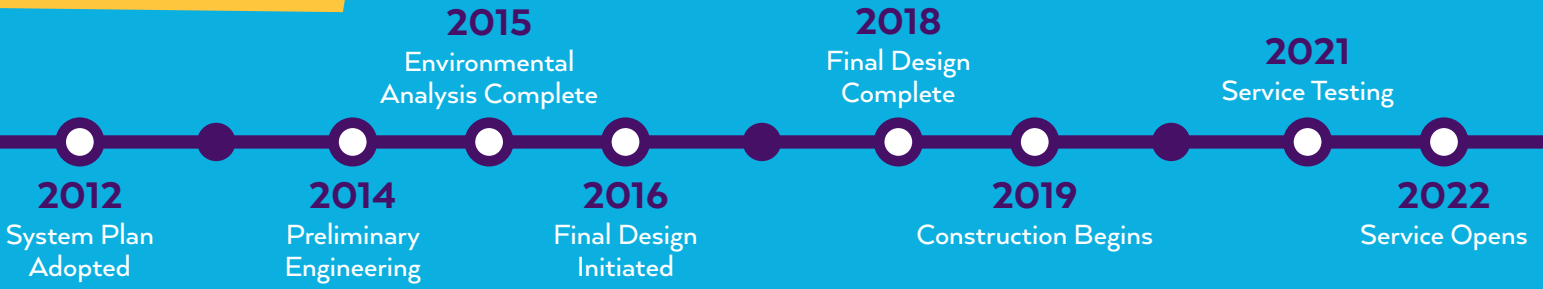
**Local = \$47 million**

**TOTAL = \$208.6 million**

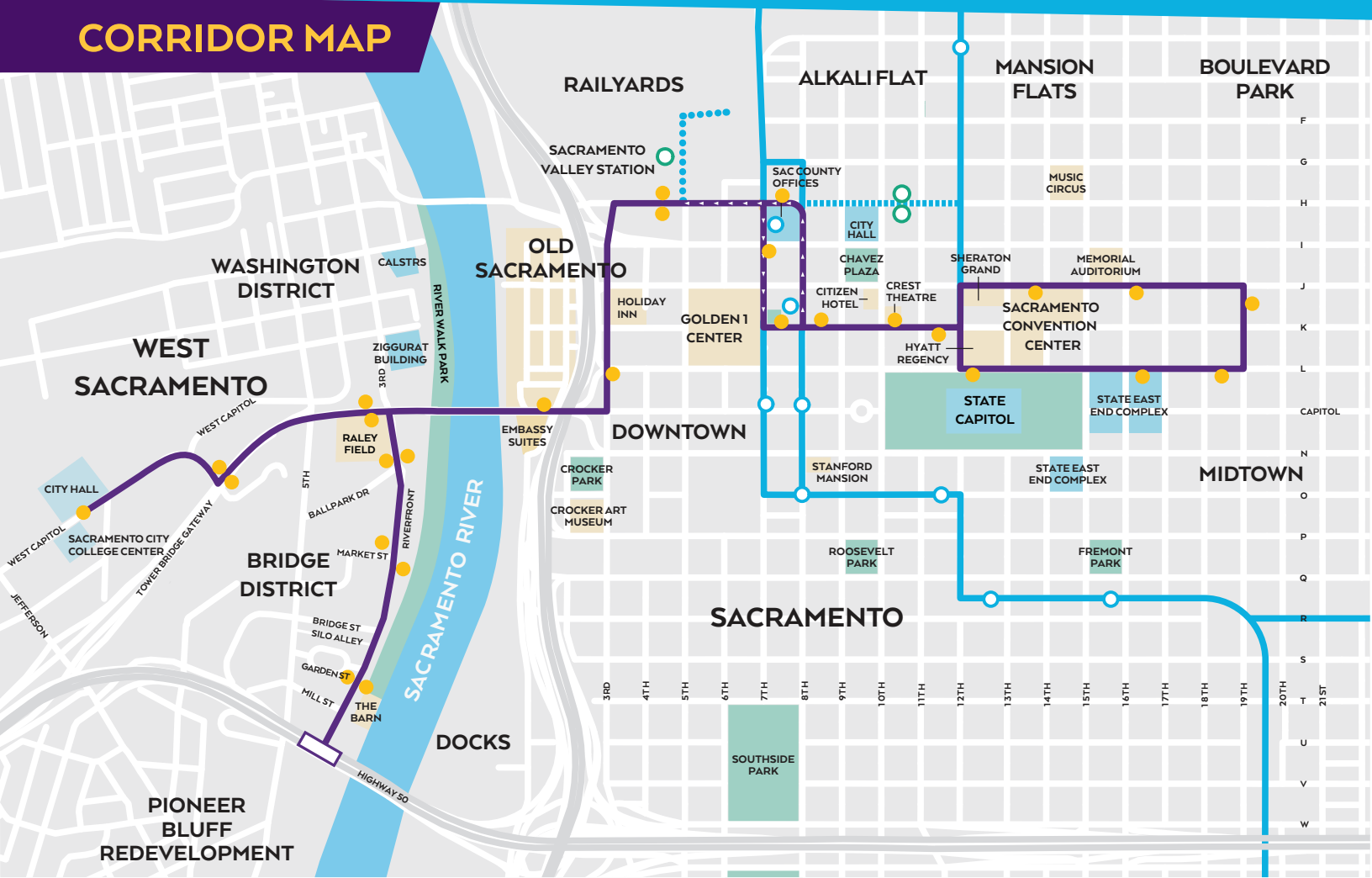
Total cost includes approximately \$8.6 million in early environmental and design costs previously shown outside the \$200 million cost estimate.

All stations will have level-boarding platforms with a minimal six inch elevated ramp, making streetcar the easiest mode of street transportation for individuals with disabilities, mobility impairments or those pushing strollers or carrying goods.

# SCHEDULE



## CORRIDOR MAP



- STREETCAR STOP
- MAINTENANCE FACILITY
- PROPOSED LIGHT RAIL ROUTE
- STREETCAR ALIGNMENT
- NEW LIGHT RAIL STATION
- H STREET LRT ALIGNMENT
- EXISTING LIGHT RAIL ROUTE
- EXISTING LIGHT RAIL STATION
- SHARED LIGHT RAIL & STREETCAR TRACK

## STAY INFORMED



The Downtown Riverfront Streetcar is made up of a Joint Powers Authority (JPA), formed in March 2017, to manage, operate and maintain the system scheduled for service in 2022.