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APPROVED
BY THE CITY COUNCIL
JAN 28 1997

OFFICE OF THE
CITY CLERK

CITY OF SACRAMENTO
CALIFORNIA

DEPARTMENT OF
PUBLIC WORKS

TRANSPORTATION AND
DEVELOPMENT DIVISION

ADMINISTRATION
& CIP PLANNING
1023 J STREET, STE 208
SACRAMENTO, CA
95814-2819
PH 916-264-5707
FAX 916-264-8357

January 15, 1997

City Council
Sacramento, California

Honorable Members in Session:

SUBJECT: DOWNTOWN SACRAMENTO HISTORIC TROLLEY ALIGNMENT AND EXTERNAL FUNDING

LOCATION AND COUNCIL DISTRICT: Central City, District 1.

RECOMMENDATION:

This report recommends that the Council adopt the preferred Historic Trolley alignment and direct staff to seek funding for the project.

CONTACT PERSON: Steve Pyburn, Associate Engineer, 264-7481
Francesca Lee Halbakken, Division Manager, 264-7194

FOR COUNCIL MEETING OF: January 28, 1997

SUMMARY:

A feasibility study for the Downtown Historic Trolley project has been completed. Staff is requesting that the Council adopt the preferred alignment. Staff is also seeking direction to pursue funding, in conjunction with the Regional Transit agency.

BACKGROUND INFORMATION:

In January 1994, Council directed staff to conduct a Downtown Historic Trolley Feasibility Study. The study components included:

- evaluation of alternative alignments;
- consideration of operational issues;
- estimate of costs and funding plan;
- strategy for implementation; and

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Alignment and Funding of Historic Trolley
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- an overall recommendation on the feasibility of a Downtown Sacramento Historic Trolley system.

The City used a consultant, Korve Engineering, Inc., to complete the study. A technical committee and a policy advisory committee were formed as part of the study process. The committee members are named in Attachment A.

The recommended alignment is shown in Attachment B. The Feasibility Study was completed in August 1995. The following recent developments are not reflected in the study:

- Regional Transit will be constructing new tracks as part of a new project to extend to the existing Amtrak Depot. This will reduce the cost estimate for the Historic Trolley project since the Light Rail vehicles and Historic Trolley vehicles would share these tracks. The original project cost estimate had included construction of new tracks to the Amtrak Depot.
- The upcoming re-authorization of the Federal Intermodal Surface Transportation Efficiency Act (ISTEA) offers an opportunity to secure funding for the project.
- Formation of the Downtown Partnership provides enhanced opportunities to explore a public-private partnership relationship for the Historic Trolley project.

Staff is asking the Council to adopt the recommended alignment and direct us to work with Regional Transit in seeking funding for the project. Attachments D through H are letters of support from Regional Transit, SHRA, Friends of Light Rail, the Downtown Partnership and the Old Sacramento Management Board.

FINANCIAL CONSIDERATION:

The project cost estimate and possible funding sources are included in Attachment C. To date, the City has spent \$15,000 for a share of the study costs. Staff is not seeking additional expenditure of City funds. We are seeking direction from Council in pursuing external funding sources.

ENVIRONMENTAL CONSIDERATIONS:

The Planning Services Division has reviewed this request and determined that the project is exempt from the provisions of the California Environmental Quality Act (CEQA) under Section 15262 for planning and feasibility studies. The proposal would involve feasibility or planning studies for a possible future action and would not result in any environmental effects.

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POLICY CONSIDERATIONS:

The Historic Trolley project is consistent with the City's priorities to promote economic development and to revitalize Downtown Sacramento. The project is also consistent with Regional Transit's master plans for the downtown area.

MBE/WBE:

None. No goods or services are being purchased.

Respectfully submitted,

Francesca Lee Halbakken
Francesca Lee Halbakken
Manager, Transportation and Development

RECOMMENDATION APPROVED:

Approved:

William H. Edgar
WILLIAM H. EDGAR
City Manager

Michael Kashiwagi
Michael Kashiwagi
Director of Public Works

SP:eaj
tp3-10
Attachments

Feasibility Study Participants

Downtown Sacramento Historic Trolley Feasibility Study

Project Sponsors

City of Sacramento
Regional Transit
County of Sacramento

Project Consultants

Korve Engineering, Inc.
Pittman & Hames
The Hoyt Group
Hughes Environmental
LTK Engineering

Technical Advisory Committee

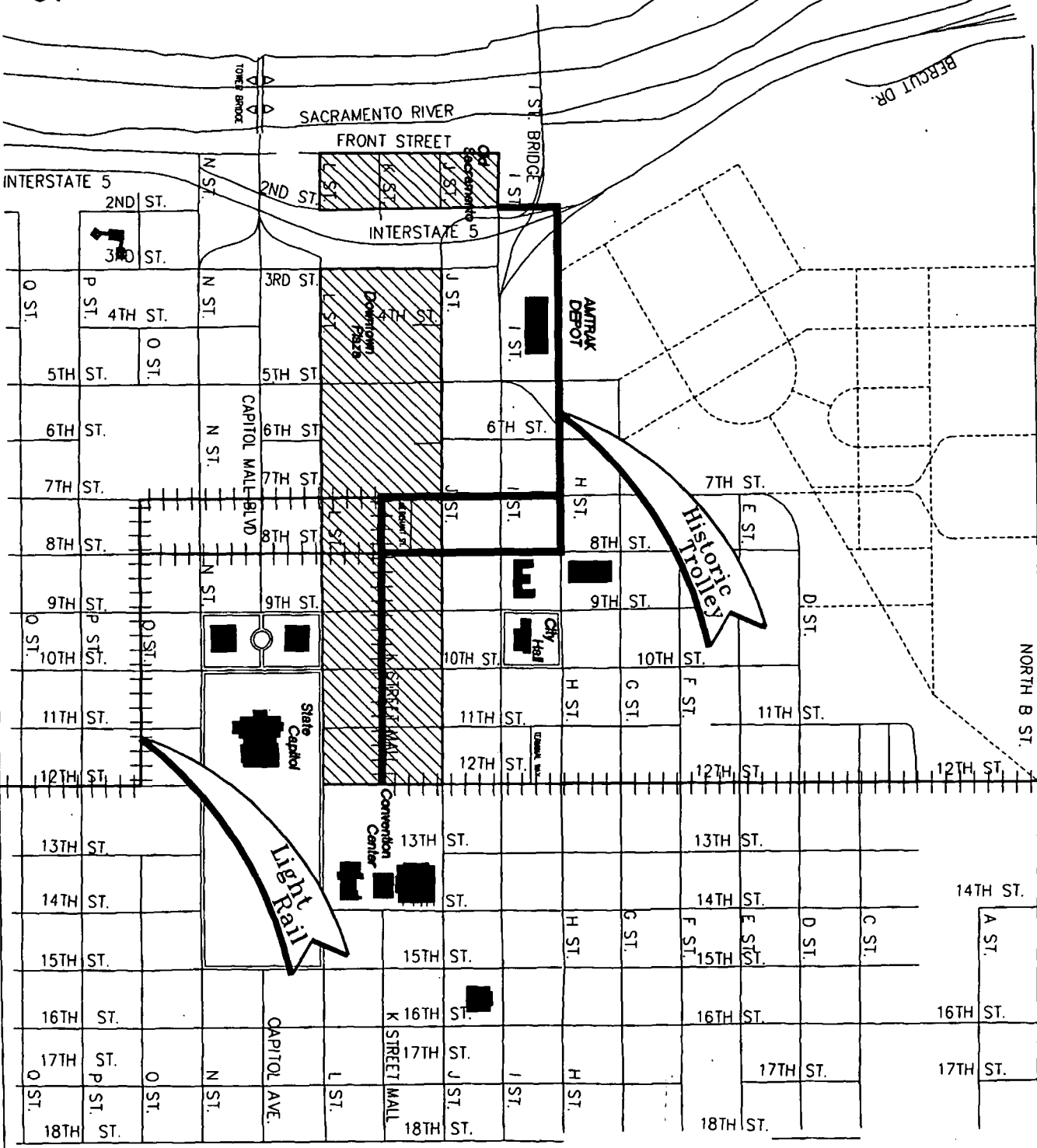
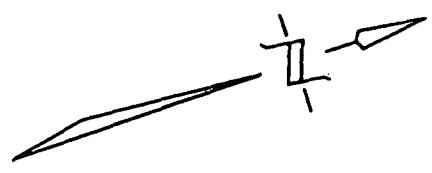
Kome Ajise, Caltrans
Cameron Beach, Regional Transit
Amarjeet Benipal, Caltrans
Azadeh Doherty, Regional Transit
Bob Grandy, Korve Engineering, Inc.
Walter Gray III, State Railroad Museum
Jeff Gualco, Regional Transit
Fran Halbakken, City of Sacramento
Steve Hetland, County of Sacramento
Ted Leonard, SHRA
Samson Okhade, SACOG
Anthony Palmere, Regional Transit
Steve Peterson, City of Sacramento
Steve Pyburn, City of Sacramento
Cherise Witherspoon, State GSA

Policy Advisory Committee

Ed Astone, Old Sacramento
Roger Dickinson, Sacramento County
Daine Domich, Friends of Light Rail
Stephen Drew, State Railroad Museum
Mike Eaton, Friends, of Light Rail
Heather Fargo, City of Sacramento
Bob Grandy, Korve Engineering, Inc.
Walter Gray III, State Railroad Museum
Fran Halbakken, City of Sacramento
Dale Kooyman, SOCA
David Mori, Community/Convention Center
Steve Pyburn, City of Sacramento
Catherine Taylor, State Railroad Museum
David Taylor, Downtown Partnership
Tom Whitney, ECOS

DOWNTOWN SACRAMENTO HISTORIC TROLLEY RECOMMENDED ALIGNMENT

Department of
PUBLICWORKS
CITY OF
SACRAMENTO



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Historic Trolley Project Cost and Funding

Project Costs		
Capital (Construction costs)	\$1.3	million
Rolling Stock (vehicles)	\$3.0	million
Maintenance Yard	\$1.0	million
Total	\$5.3	million

Available Funds		
Capital (Existing Flexible Congestion Relief money)	\$3.0	million

Funding Needed	\$2.3	million
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Potential Sources		
Capital - ISTEA re-authorization	\$2.3	million
Rolling Stock - Section 3 bus money	\$2.0	million
Maintenance Yard - Section 3 bus money	\$1.0	million



Sacramento Regional
Transit District
*A Public Transit Agency
and Equal Opportunity Employer*

Mailing Address:
P.O. Box 2110
Sacramento, CA 95812-2110

Administrative Office:
1400 29th Street
Sacramento, CA 95816
(916) 321-2800
(29th St. Light Rail Station/
Bus 36,38,50,67,68)

Light Rail Office:
2700 Academy Way
Sacramento, CA 95815
(916) 648-8400

January 14, 1997

Stephen Pyburn, P.E.
Associate Engineer
Department of Public Works
CITY OF SACRAMENTO
1231 I Street, Suite 300
Sacramento CA 95814

Dear Mr. Pyburn:

In response to your letter of December 20, 1996, Regional Transit (RT) is pleased to submit a letter supporting the findings of the Downtown Historic Trolley Feasibility Study. RT has been an active participant in the Technical Advisory Committee for the study, and the City staff and consultants have been very receptive to our comments throughout the project. We believe that the Historic Trolley offers an exciting opportunity to enhance the downtown area, while introducing new riders to RT services. Similar projects in other cities have been very successful, and the connection to the California State Railroad Museum (and possibly the historic theme park) makes this a great opportunity for Sacramento.

The preferred alignment between the Convention Center and Old Sacramento via K Street, 7th/8th Streets, and H Street appears to offer significant benefits. The planned light rail extension to connect to the current Amtrak Station at 4th and I Streets would use a major portion of this alignment. It was the Historic Trolley Study which helped bring this extension into the State TIP, by providing a logical alignment for the connection to intercity train service and by providing a permanent use for the tracks and stations, when the light rail service is relocated to the planned future Intermodal Terminal at 7th and North B. The fact that RT will construct the vast majority of the infrastructure as part of the light rail extension should make it possible to provide a historic trolley service at significantly lower cost than originally estimated in the study.

RT's support for this project is contingent on the availability of funding that would not compete with funding for other RT projects. This may include Transportation Enhancement funds, private sector contributions, or other

downtown fees that would only be collected solely for the purpose of supporting the trolley project. RT will also need to continue to work with the City to resolve potential operating concerns. The preferred alignment would use track segments where light rail service is operating every 15 minutes. It will be necessary that the historic trolley be able to operate in the time window available without disrupting the regular service. Similarly, the track layout, particularly at the Amtrak Station which will serve as the terminus for standard light rail service, must be able to accommodate the historic trolley without negatively impacting light rail service.

We have appreciated the opportunity to participate in this important study, and look forward to continuing to work with the City to bring this project to reality.

Sincerely,

A handwritten signature in black ink, appearing to read "Pilka Robinson", with a long horizontal flourish extending to the right.

Pilka Robinson
General Manager

c: RT Board of Directors
Doug Wentworth, Director of Planning, Finance & Administration, RT
Anthony Palmere, Planning Manager, RT

January 8, 1997

Mr. Stephan Pyburn
Associate Engineer
City of Sacramento
Department of Public Works
1231 I Street, Suite 200
Sacramento, CA 95814

SUBJECT: DOWNTOWN SACRAMENTO HISTORIC TROLLEY

Dear Mr. Pyburn:

This letter is in response to your recent request for a letter of support from the Sacramento Housing and Redevelopment Agency ("Agency") related to the proposed downtown Sacramento historic trolley project. As the lead agency in revitalizing the City of Sacramento's ("City") downtown area, we believe that reestablishment of the historic trolley service in downtown Sacramento would greatly benefit revitalization efforts by supporting existing downtown activity centers (i.e., Old Sacramento, the Convention Center, the Cultural and Entertainment District), and diversify the choice of alternative transit modes available to employees, tourists, and residents. For example, the high level of ridership on the Agency's downtown electric shuttle program, which commenced service in May 1996, is a strong indicator of the community's acceptance and support of alternative transit modes, such as the historic trolley.



As a participant in the Historic Trolley Feasibility Study, the Agency has participated in the development of the recommended preferred alignment, vehicle type, and other implementation issues. While Agency staff has expressed some concerns with the consultants' recommendations, overall, we are prepared to conceptually endorse the concept of implementing the historic trolley, utilizing the preferred Alignment "D" (which roughly corresponds to the existing downtown electric shuttle route). Please note the following Agency staff comments on the historic trolley program:

P.O. Box 1834

S a c r a m e n t o

CA 95812-1834

916-444-9210

◆ **Agency staff supports preferred Alignment D:** The historic trolley could run on existing light rail tracks, with a route running from the Convention Center, through the heart of the K Street Cultural and Entertainment District, to Old Sacramento and the waterfront, and continue through the heart of the State of California's office district, thus serving a wide array of daytime employees

SACRAMENTO HOUSING & REDEVELOPMENT AGENCY

Mr. Stephan Pyburn

January 8, 1997

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In conclusion, we support the City's proposal to reestablish the downtown Sacramento historic trolley, and hope the City is successful in its application for federal funding. Please contact Paul Blumberg, of my staff, at 264-1508, if you require any additional support from Agency staff.

Sincerely,



THOMAS V. LEE
Executive Director

cc: Paul Blumberg, SHRA
Terry Moore, City Manager's Office
Michael Ault, City Manager's Office
Ed Astone, Old Sacramento Management

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SACRAMENTO HOUSING & REDEVELOPMENT AGENCY

Mr. Stephan Pyburn

January 8, 1997

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(estimated at 90,000) as well as nighttime visitors. Future extension of historic trolley service to Old Sacramento could be accomplished in conjunction with the extension of light rail to the AMTRAK station by year 2000. The Old Sacramento light rail extension, previously funded with Flexible Congestion Relief funds, will service the estimated 3.6 million visitors annually who visit the Old Sacramento Historic District. In addition the historic trolley could service the proposed Union Pacific Railyards development, and Knott's Berry Farm amusement park, proposed to be located just north of Old Sacramento.

- ◆ **The historic trolley would service the core of the downtown "nighttime" entertainment district:** While the consultant has indicated that the daytime employment population would create more than sufficient demand for the service, we also envision the historic trolley as a focal attraction for the K Street Cultural and Entertainment District, which is anticipated to include up to 25 multiplex theaters, the restored Crest Theater and retail expansion, and the first IMAX theater complex in northern California. In addition, the Downtown Plaza regional shopping center would be directly served by the existing light rail stop at 7th and K Streets, adjacent to the newly redesigned St. Rose of Lima Park.
- ◆ **The historic trolley would be part of the downtown multi modal transportation system:** The City of Sacramento, Agency, and consultants have developed a master plan for improving the existing 5th and I Street AMTRAK station as a multi modal transportation facility. The design of the multi modal facility includes light rail facilities which could accommodate the historic trolley, in addition to commuter rail, AMTRAK, and regional bus service. Design development documents for the multi modal facility have been completed and the City is presently pursuing funding for construction of improvements.
- ◆ **Community support:** Finally, there have been indications of strong community support for the Historic Trolley project. Support groups include the Friends of Light Rail, the Downtown Sacramento Partnership, Sacramento Old City Association, Old Sacramento Merchants Association, and other groups who would benefit from the service.

Friends of  Light Rail

President

Dain Domich

Vice President

Chuck Dalldorf

Secretary

Kris Steward

Treasurer

Heidi Tschudin

Historian

Rebecca Thornton Sloan

Past President

Roger Dickinson

Board of Directors

Steve Birdlebough

Light Rail & Transit Advocates

Bob Blymyer

Sacramento Transit History Association

Thomas Carroll

Downtown Sacramento Partnership

Chuck Dalldorf

Kaiser Permanente

Robert Deen

Deen & Black Public Relations

Dain Domich

Saparovich-Domich

Roy Gabriel

Communication Associates

Joseph Genshlea

Weinraub, Genshlea & Sprout

Paulette Jaeger

E.P. Jaeger & Associates

Diane G. Kindermann

William Abbott & Associates

Bill Krum

KCS Properties Inc.

Judith Lamare

Sierra Club

Allan Lammers

Lammers Associates

Tom Lewis

The Inwood Company

Pilk Robinson

Sacramento Regional Transit District

Marilyn Slipe

Downtown Plaza

Rebecca Thornton Sloan

Senator Patrick Johnson

Kris Steward

Phillips & Sandberg

Joe Stinson

Sacramento Observer

Kathleen Tschogl

Raley's/Bal Air

Heidi Tschudin

Tschudin Consulting Group

Richard Vanline

Siemens Transportation Systems

Tom Weborg

Java City

Scott Wolcott

Granite Construction Company

Lois Wright

SMUD, Electric Transportation

Advisory Board

Chuck Collings

Raley's/Bal Air

Rod Diridon

International Institute for Surface Transportation Policy

Michael R. Eaton

The Nature Conservancy

The Honorable James Mills

Community Relations/Staff

Dianna McDonell, *Elmtree Group*Sheryl Patterson, *Attorney*

January 7, 1997

Stephen M. Pyburn, P.E.
Associate Engineer
City of Sacramento
Department of Public Works
1231 I Street Suite 300
Sacramento, CA 95814

Subject: Friends of Light Rail Support for Historic Trolley

Dear Steve:

Friends of Light Rail has been a major supporter of the Historic Trolley project for several years now and was partly responsible for assisting Regional Transit to secure the city funding for the feasibility study. We feel the study was a very thorough and excellent piece of work and heartily endorse its recommendations.

Friends of Light Rail is very interested in seeing the Historic Trolley project proceed and would undertake any role that either Regional Transit or the City would ask us to take, including participation in or advising in the setting up and structure of the Historic Trolley operational (corporation), if that be the choice. We feel the Historic Trolley project greatly enhances the light rail system's profile in the community and the downtown area's interest as a district and provides additional inter-city mobility for all who live and work in the downtown area.

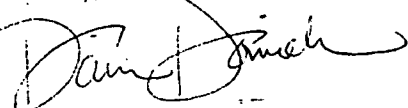
Friends of Light Rail supports the feasibility study's findings and concurs with Regional Transit on the preferred alignment and feels the blending of the South Line's connection with the historic Southern Pacific Depot creates an opportunity with very little infrastructure funding to provide an operational, initial route for the Historic Trolley as reflected in Korve's supplemental analysis.

Once again, we feel that the project is viable, supportable, and will generate additional broad-based community support for the character and quality of downtown Sacramento.

There are many Sacramento business and community leaders who are in support of a broader vision for the regional centerism that the downtown area affords the communities surrounding Sacramento.

Please contact me at my office #441-2680, fax #441-2786 for any further assistance you may require.

Sincerely,



Dain Domich
President, Friends of Light Rail

cc: Pilk Robinson
Michael Picker



January 14, 1997

To Whom It May Concern:

The Historic Trolley will be an important element of Downtown Sacramento in the 21st Century. It will connect significant resources in the core of the City and thereby play a critical role in revitalization.

The Downtown Sacramento Partnership is responsible for managing and improving the 65 square block area of Downtown known as the Downtown District. We support the general concept of an Historic Trolley project and believe you should seek funding. However, we do have some concerns.

We do not wish to see additional hardware such as tracks and overhead electrical lines placed Downtown. We are concerned that the frequency of service will not meet the demands of Downtown riders. We understand that the Historic Trolley will not compete with the free electric shuttle buses that currently connect the Convention Center with Old Sacramento.

If we can be of further assistance or answer any questions, please contact us at (916) 442-8575.

Sincerely,

A handwritten signature in black ink, appearing to read 'Thomas H. Carroll', written over a horizontal line.

Thomas H. Carroll
Chief Executive Officer



January 16, 1997

Stephen M. Pyburn, P. E.
Associate Engineer
City of Sacramento
1231 I Street
Sacramento, CA 95814

Dear Steve:

As its Board meeting last week, the Old Sacramento Management Board voted in favor of the concept of the historic trolley.

Our organization, led by Ed Astone, has been involved during the feasibility study and believes the project could be beneficial to Old Sacramento.

We are anxious to cooperate with the project to determine the most feasible plan.

Sincerely,

Old Sacramento Management Board

A handwritten signature in cursive script, appearing to read "Lina Fat".

Lina Fat
President

AMENDED

RESOLUTION NO. 97-043

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF JAN 28 1997

**RESOLUTION APPROVING THE ALIGNMENT
RECOMMENDED FOR THE DOWNTOWN HISTORIC
TROLLEY, DIRECTION TO STAFF TO PURSUE EXTERNAL
FUNDING AND TO COORDINATE IMPLEMENTATION OF
THE HISTORIC TROLLEY WITH THE DOWNTOWN
SHUTTLE**

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO THAT:

1. The Historic Trolley alignment recommended by the "Downtown Sacramento Historic Trolley Feasibility Study" is hereby approved.
2. Staff is hereby directed to pursue external funding sources for the Historic Trolley project.
3. In all future efforts involving the trolley, staff shall work with Regional Transit and Sacramento Housing Redevelopment Agency to coordinate trolley and Downtown Shuttle operations including rerouting of the shuttle to new areas and defining annual maintenance and operating costs and responsibilities.

JOE SERNA, JR.

MAYOR

ATTEST:

VALERIE BURROWES

CITY CLERK

FOR CITY CLERK USE ONLY

RESOLUTION NO: JAN 28 1997
DATE ADOPTED: 97-043

as Amended

RESOLUTION NO. 97-043

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

**RESOLUTION APPROVING THE ALIGNMENT
RECOMMENDED FOR THE DOWNTOWN HISTORIC
TROLLEY AND APPROVAL OF DIRECTION TO STAFF TO
PURSUE EXTERNAL FUNDING**

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO THAT:

1. The historic trolley alignment recommended by the "Downtown Sacramento Historic Trolley Feasibility Study" is hereby approved.
2. City staff is hereby directed to pursue external funding sources for the historic trolley project.

MAYOR

ATTEST:

CITY CLERK

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____