



# Downtown Natomas Airport

*Green Line to the Airport*

Connecting Our Community to the World

# Green Line

## Project Description:

- 12.8-miles
- Potentially 16 stations (as many as 13 north of American River)
- Major crossings of American River, I-80, and SR-99
- Serves downtown, Railyards, River District, South Natomas, North Natomas, Arco Arena, and Airport
- Provides alternative to I-5



# What Has Been Decided

## Green Line Project Background:

- Light rail identified in Corridor since 1980s
- 2001-2003 Alternatives Analysis evaluated:
  - Six transit modes
  - Seven alignments
  - Goals/evaluation criteria and public input guided screening of alternatives
- Locally Preferred Alternative (LPA) adopted by RT Board in 2003—LRT on Truxel Road
- Draft Program EIR issued on December 28, 2007
- Certification of Program EIR on April 28, 2008

# Where We Are Today

- Under construction of Phase 1 (Green Line to the River District)
- In the process of defining Phase 2 to determine what will allow the Green Line project to qualify for federal funding
- Holding Charrette to determine the components of Phase 2

# Green Line to River District

- 1.1 miles of new construction from H Street to Richards Boulevard
- New Stations are:
  - *8<sup>th</sup> & I/County Center*
  - *7<sup>th</sup> & Richards/Township*
- 2.2-mile route to 13<sup>th</sup> Street Station
- Completion late 2010



# What Still Needs to Be Decided

The Charrette in April will help RT in their Transitional Analysis to determine:

- Option to modify track location on Sequoia Pacific
- Track location options on Truxel
- Track location options at I-80/Gateway Park
- Option to modify track location in North Natomas (Town Center to the Hwy 99 crossing)
- Identify context-sensitive bridge design for American River
- Develop maintenance facility options
- Evaluate proposed station locations

# Transitional Analysis Activities

- Prepare capital cost for each potential termini
- Develop operating plan for potential termini with annual operating cost and calculate cost-effectiveness
- Final ridership run based on final configuration, operational characteristics, and potential termini
- Recommend project that will effectively compete for New Starts funding



# Why move forward on the Green Line now?

- RT has committed to providing light rail to Natomas (dedication of right of way, developer fees, planning activities)
- Green Line is #1 ranking project by the community and is a high priority in RT's TransitAction Plan
- North Natomas population has almost quadrupled since 2003 and needs mobility options to combat congestion
- Affordability – the longer it takes to build, the higher the cost goes up
- RT would be remiss to forgo the window of opportunity available to get federal matching funds now



# Re-entering the FTA process

- Green Line project is stalled in the FTA New Starts Project Development Process
- FTA hesitated advancing the project due to the high cost and lack of local funding
- RT plans to apply for federal New Starts rating in Summer of 2010
- RT also needs to find local matching funding sources for both construction and operation for approval
- With New Starts approval, RT can start engineering in Fall/Winter of 2011