SVS Projects Supported by Measure A

Sacramento Transportation Authority Funded Projects

June, 2024

Steelblue for City of Sacramento/Perkins & Will

Sacramento Valley Station Current Statistics

25 YEARS OF CITY LEADERSHIP ON THE REGION'S MOST IMPORTANT TRANSPORTATION FACILITY

City has leveraged over $199M in State and Federal Funding using primarily Measure A Sales Tax approved by the voters for transportation improvements

Sacramento Valley Station Total Ridership (FY19):	**1.7 million total riders**
Station National Amtrak Ranking for Ridership:	**7th Busiest Amtrak Station in the Nation (FY2019)**
Amtrak National Rail Routes Ranking:	**#3 – Capitol Corridor JPA** **#6 – San Joaquin JPA**

Living Community Challenge Vision Plan
International Living Futures Institute

Sustainability – 1st Municipality to Achieve Compliance

Previous Use of STA Funds

Tim Griffith Photograph

Sacramento Transportation Authority Funded Projects

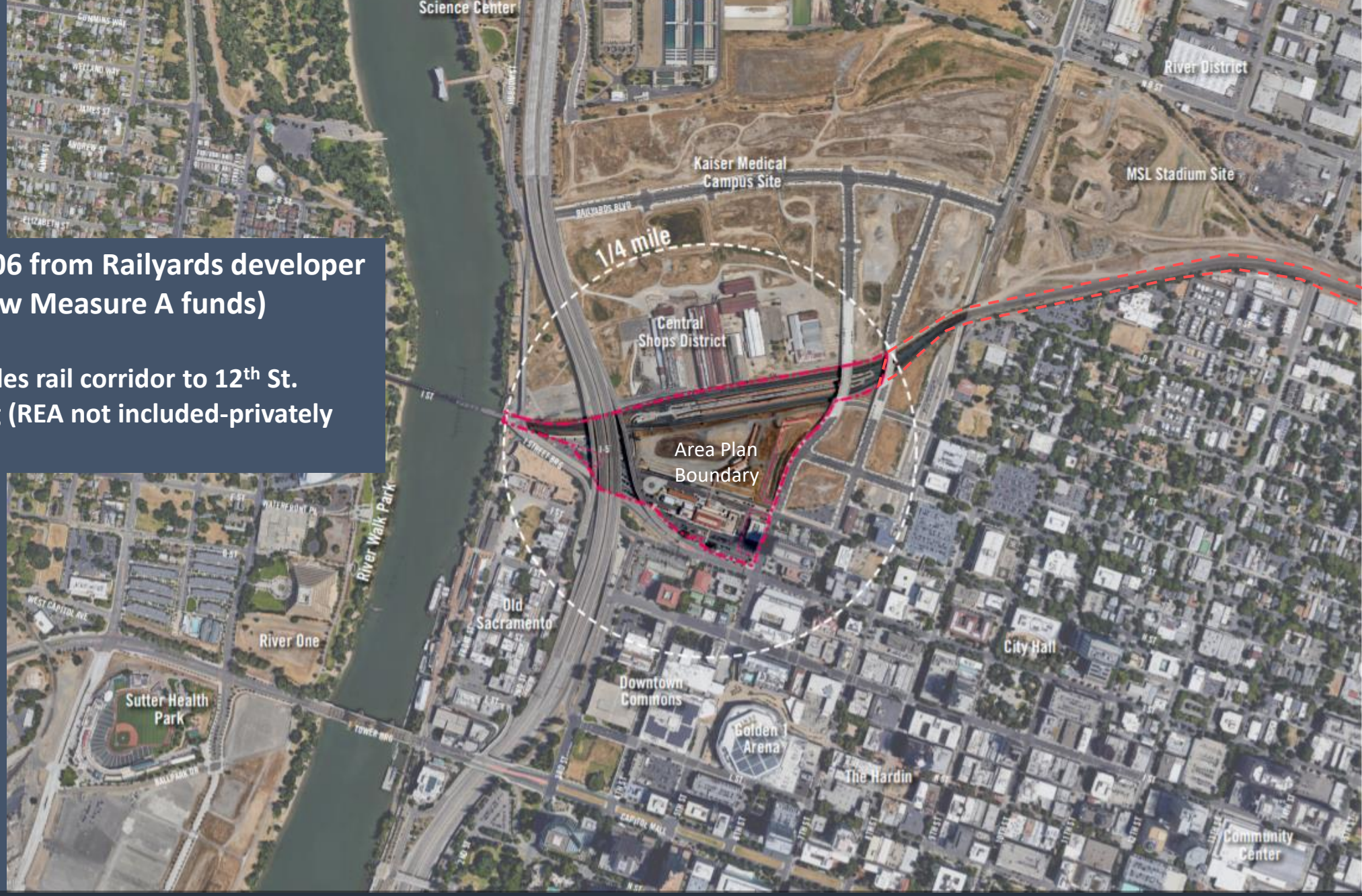
Sacramento Valley Station Projects with Measure A funding contributions

2006

Purchase of SVS Land & Historic Station

Property Acquisition 2006 from Railyards developer $56 Million ($44M in New Measure A funds)

- **Initial 26.28 acres includes rail corridor to 12th St.**
- **Historic Station Building (REA not included-privately owned)**



2006 - 2013

Phase 1 Track Relocation

2008-2013 Phase 1 - Track Relocation Project – Design through Construction and Seismic upgrade to historic station.

Total Project Cost : $82.50 Million

Funds Leveraged: $41.84 M Federal / $26.14 M State / $9.81 M Other / $4.72 M Measure A

Sacramento Transportation Authority Funded Projects

Phase 1 Track Relocation: Area of improvements included new tracks and platforms, passenger tunnel, service tunnel and West Side ped/bike tunnel

Sacramento Transportation Authority Funded Projects

Phase 1 Track Relocation: Project completion photos

2012-2017

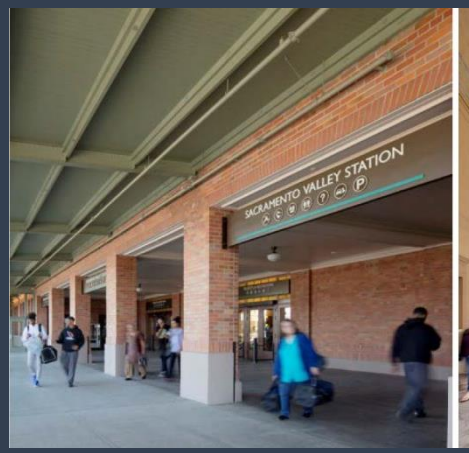
Phase 2 Historic Station Renovation

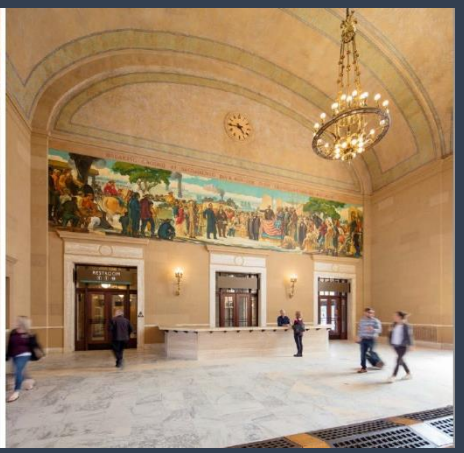
2012-2017 Phase 2 – Historic Station renovation & Seismic upgrade, design through construction

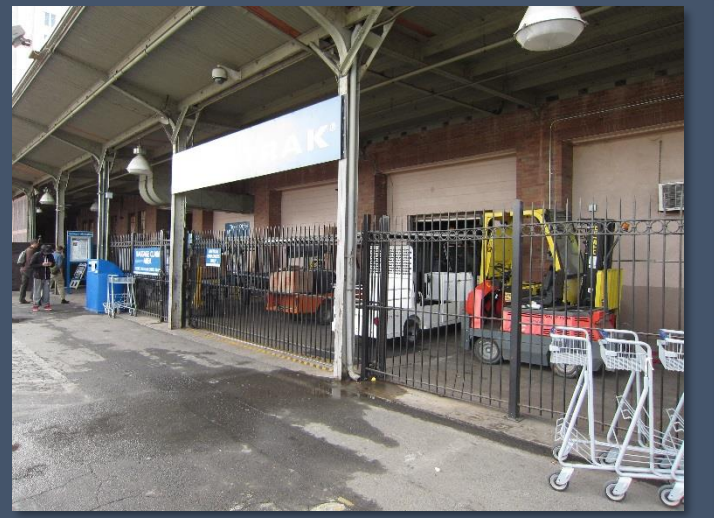
Total Project Cost: $59.6 Million for Seismic upgrade & building renovation

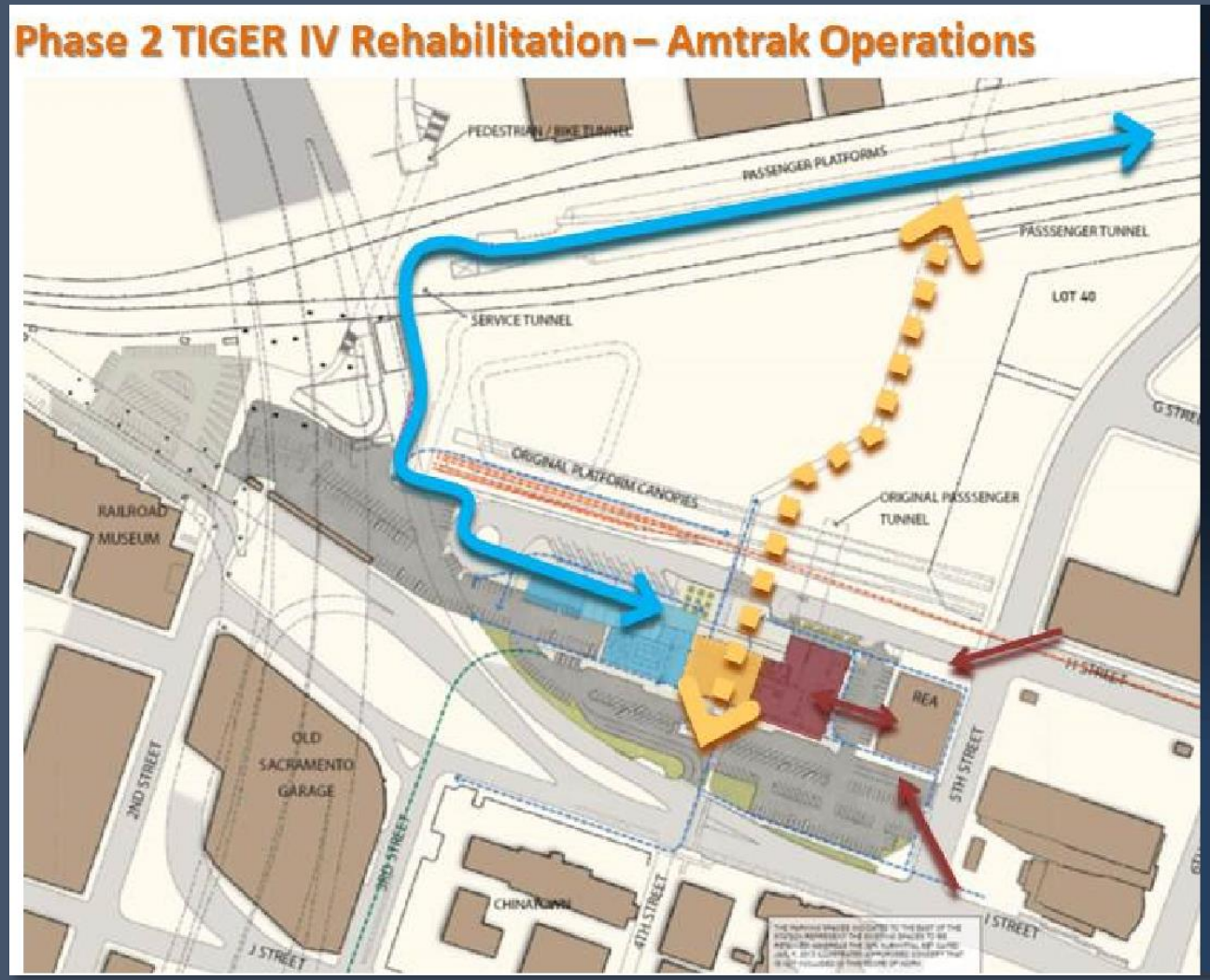
Seismic: $13.5M with $2.2M FTA funds / $10.5M State funds / $0.8M Measure A

Renovation: $46.1M with $15.00M TIGER (FRA) / $3.76 M FTA / $27.35 M Measure A









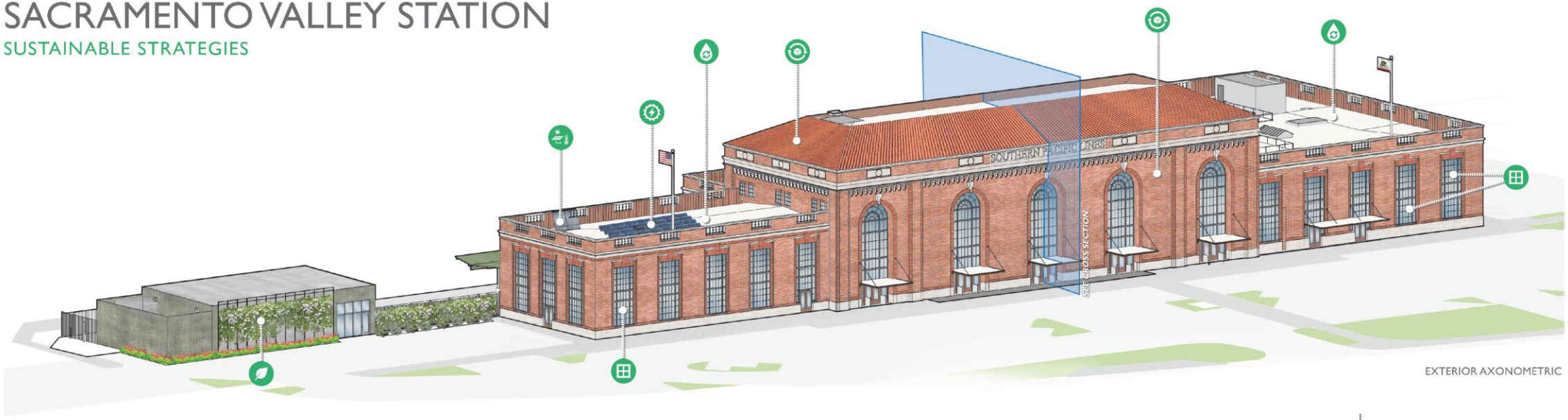
PROJECT ORIENTATION

Sacramento Transportation Authority Funded Projects

Phase 2 Historic Station Renovation: Project reconfiguration of Amtrak Lease area and access to Phase 1 Platforms

SACRAMENTO VALLEY STATION

SUSTAINABLE STRATEGIES



EXTERIOR AXONOMETRIC

RAINWATER RE-USE

Rain water is collected from the flat roof areas, filtered and stored in two tanks in the basement. Collected water is used for toilet and urinal flushing.

BIKE STORAGE

The project provided 100 secure bike spaces. Forty bike racks are installed at the perimeter of the north public plaza and are free to use but are at owner's risk for security. An additional 60 stalls were provided by 30 double height bike racks in a secure access location. This bike area is being managed by a private bike locker vendor. Additional bike storage systems were provided by the local Intercity Rail Agency with 40 lockers, and the regional air district has installed a bike-share system at the station with plans for further expansion. Sacramento is a bike-friendly city and efforts continue to encourage commuters and visitors to leave cars behind and bike Sacramento.

LOW-FLOW WATER SYSTEMS

Low flow high efficiency fixtures realize a water use reduction of more than 40%.

LED LIGHTING

All light fixtures utilize LED bulbs for energy efficiency and extended lamp life. Restored original light fixtures utilize off-the-shelf LED bulbs.

AIR RECIRCULATION/EVACUATION

The high space of the Main Waiting Room responds to seasonal thermal comfort responses. In the heating demand days, heat energy use is reduced by capturing rising warm air at the historic plaster ceiling grille and recirculating it to floor level wainscot grilles. In the cooling demand days, the rising air is fan-evacuated through the same ceiling grilles and is diverted via duct controls to outside exhaust.

INCREASED INSULATION

Increased insulation helps regulate building temperature swings and reduce heating and cooling costs. The historic triple wythe masonry envelope absorbs the summer heat during the day and radiates the absorbed heat into the building interior at night. Therefore, the need for interior insulation to offset the heat build-up is required. The insulation system consists of two layers of insulation, the first layer which is directly pinned to the brick consists of 2-inch thick rockwool, which can absorb moisture caused by cooled vapor against the masonry on cold days. The second layer is 3 ½" fiberglass insulation that is set in the stud bays of the finish wall system.

LANDSCAPING

Landscaping provides shade and helps reduce heat around the station by shading pavements. The landscaping used on the Amtrak warehouse decreases heat gain on the south elevation of the metal structure. Water-conserving plants, including plants native to the Central Valley, have been selected for their low water needs and their ability to create habitat for local pollinator species. An underground drip irrigation system applies water directly to the plants' root zones, eliminating water loss from evaporation. Water-permeable pavers allow rainwater to pass directly into the soil, diverting it from the storm sewer system, to help recharge groundwater.

RADIANT SLAB

There is a network of small liquid filled (hydronic) tubes, totaling 3.4 miles in length and divided into zones via a manifold system in the building basement. The tubing is set in aluminum channel plates that affixed to the underside of the exiting concrete floor and insulated with R-30 batt insulation. This system creates a radiant slab which provides heating and cooling for the Main Waiting Room and Ticketing area. The design temperature of the water system is 70 degrees year-round to provide comfort to passengers in the waiting room and works in concert with the air recirculation system. In the winter, the radiant slab is heated by high-efficiency water boilers in the basement, while in the summer, the radiant slab absorbs heat from the room, thereby cooling it.

MATERIAL CONSERVATION + REUSE

Over 90% of construction demolition and waste was diverted by recycling, reselling, or donating materials. Where required, new materials locally sourced with high recycled content were preferred. Material reuse was enhanced by refurbishing and reusing many elements of the historic Station.

STORM WINDOWS

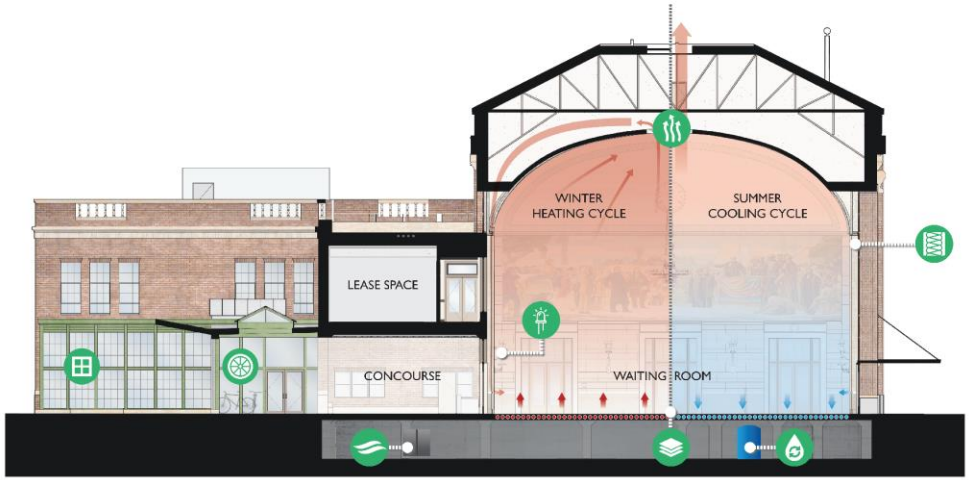
Storm windows installed behind the historic windows on the west, south and east sides of the Station help insulate the building while maintaining its historic appearance. Where possible, these storm windows have operable sash to allow access to the historic operable windows.

SOLAR ENERGY

Roof top mounted solar panels generate 5% of the Station's electricity.

SOLAR HOT WATER

A roof top solar water heater preheats hot water for the Station.



CROSS SECTION

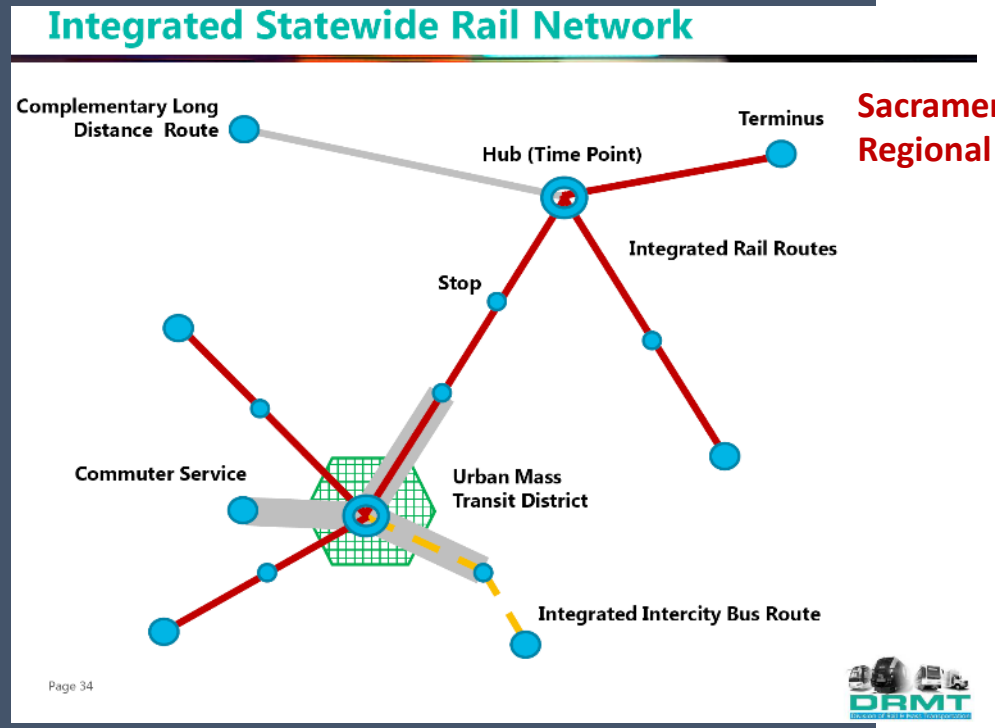
Sacramento Transportation Authority Funded Projects

Phase 2 Historic Station Renovation: Project Sustainability – Achieved highest certification of Platinum under the US Green Building Council (USGBC)

2016 -Present

Phase 3 Area Plan & Project Implementation

STATE RAIL PLAN – Hub Transfer System



Sacramento Transportation Authority Funded Projects

2018 California State Rail Plan: “Hub and Spoke” guidance for SVS Area Plan Transit Center as Urban Mass Transit District

Current and Potential Tenant Agencies/Services to RBMH

Amtrak
Capitol Corridor JPA
San Joaquin JPA
Caltrans Thruway Buses
Sacramento Regional Transit
Fairfield Transit (FAST)
El Dorado Transit
Amador Regional Transit
Butte County Transit (proposed)
Elk Grove Transit (SacRT)
Flixbus
Folsom Stage Lines
Galt-Sacramento Commuter Express
Greyhound
Natomas JIBE
Placer County Transit
Roseville Transit
SacRT SmaRT Ride
SacRT GO Paratransit
San Joaquin RTD
Shasta Regional Transit Agency
West Sacramento Via
Yolo County Transit
Yuba-Sutter Transit

Current Agency tenants at SVS
Anticipated Agency tenants with SVS Bus Mobility Center

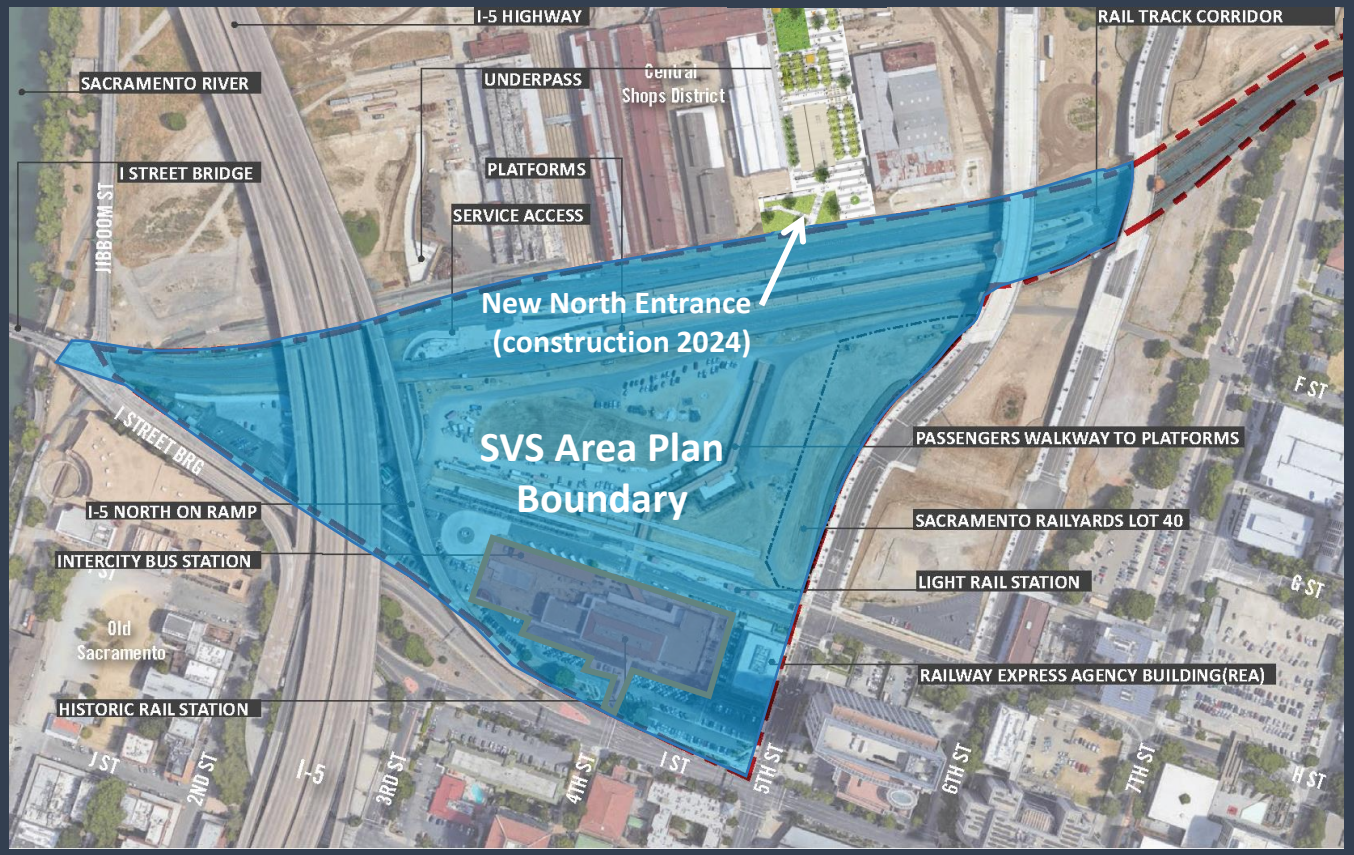
PROJECTED TO PROVIDE 62 CITIES AND 22 COUNTIES BUS & RAIL CONNECTIONS TO/FROM SACRAMENTO VALLEY STATION

DIRECT BENEFITS TO 285 CENSUS TRACTS OF LOW-INCOME COMMUNITIES

2016- 2018 Phase 3 Concept Master Plan - funded by the State Sustainable Communities Grant Program and Measure A Sales Tax Transportation Funds

2018-2021 State TIRCP Grant for Construction of North Entrance to Railyards Central Shops District

Funds Leveraged: $5.5 Million to date – Pursuing $120 M state & fed next 3 years for RBMC



Sacramento Transportation Authority Funded Projects

Phase 3 SVS Area Plan: Plan boundaries and renderings.

SUSTAINABILITY FRAMEWORK

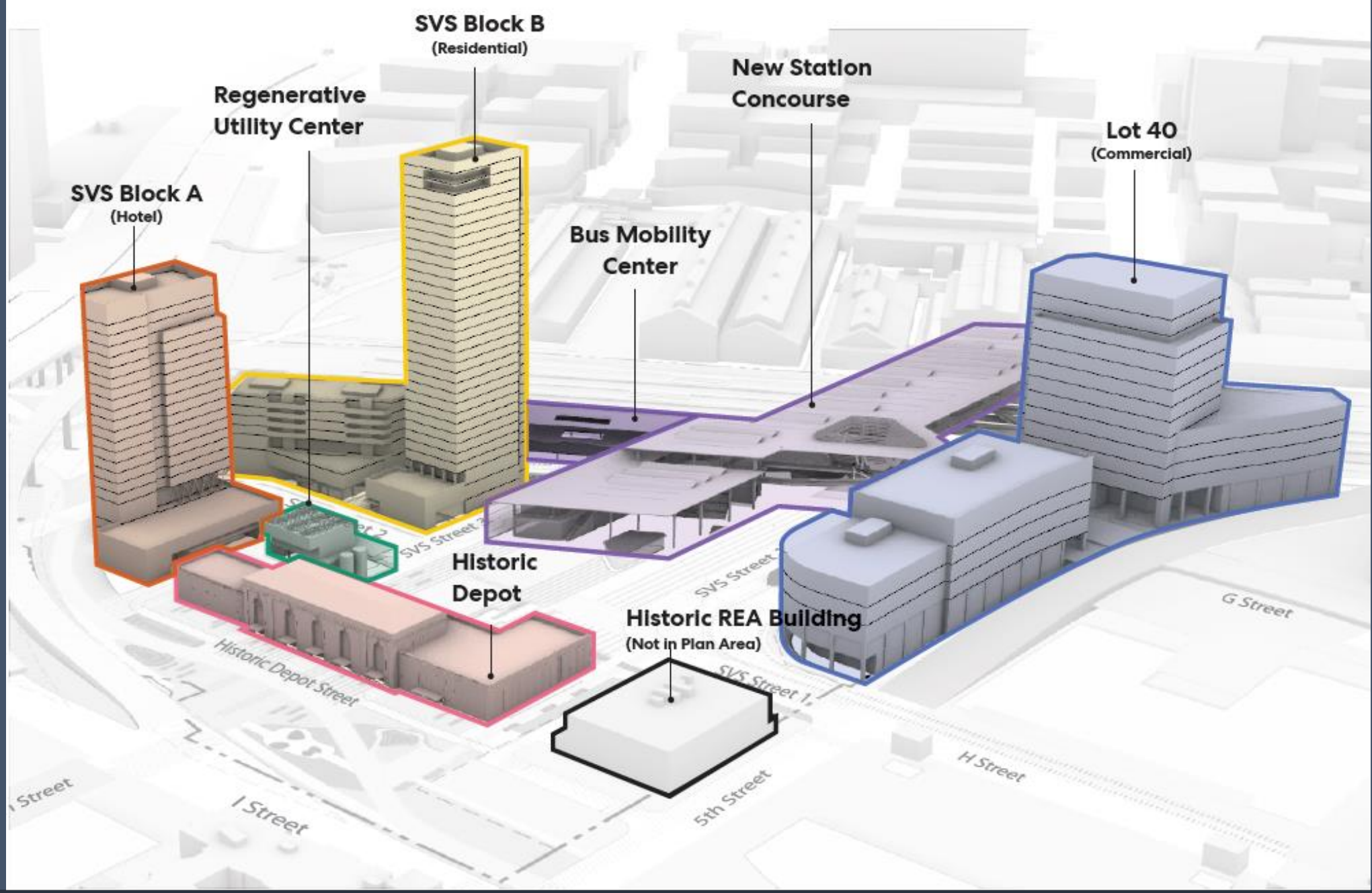
Zero Carbon | Net Positive Energy | Water Reuse | Healthy Environment

Link to SVS Area Plan

Sacramento Transportation Authority Funded Projects

Phase 3 SVS Area Plan: Sacramento is the first Municipality to achieve the International Living Futures Institute Living Community Challenge Vision Plan Compliance

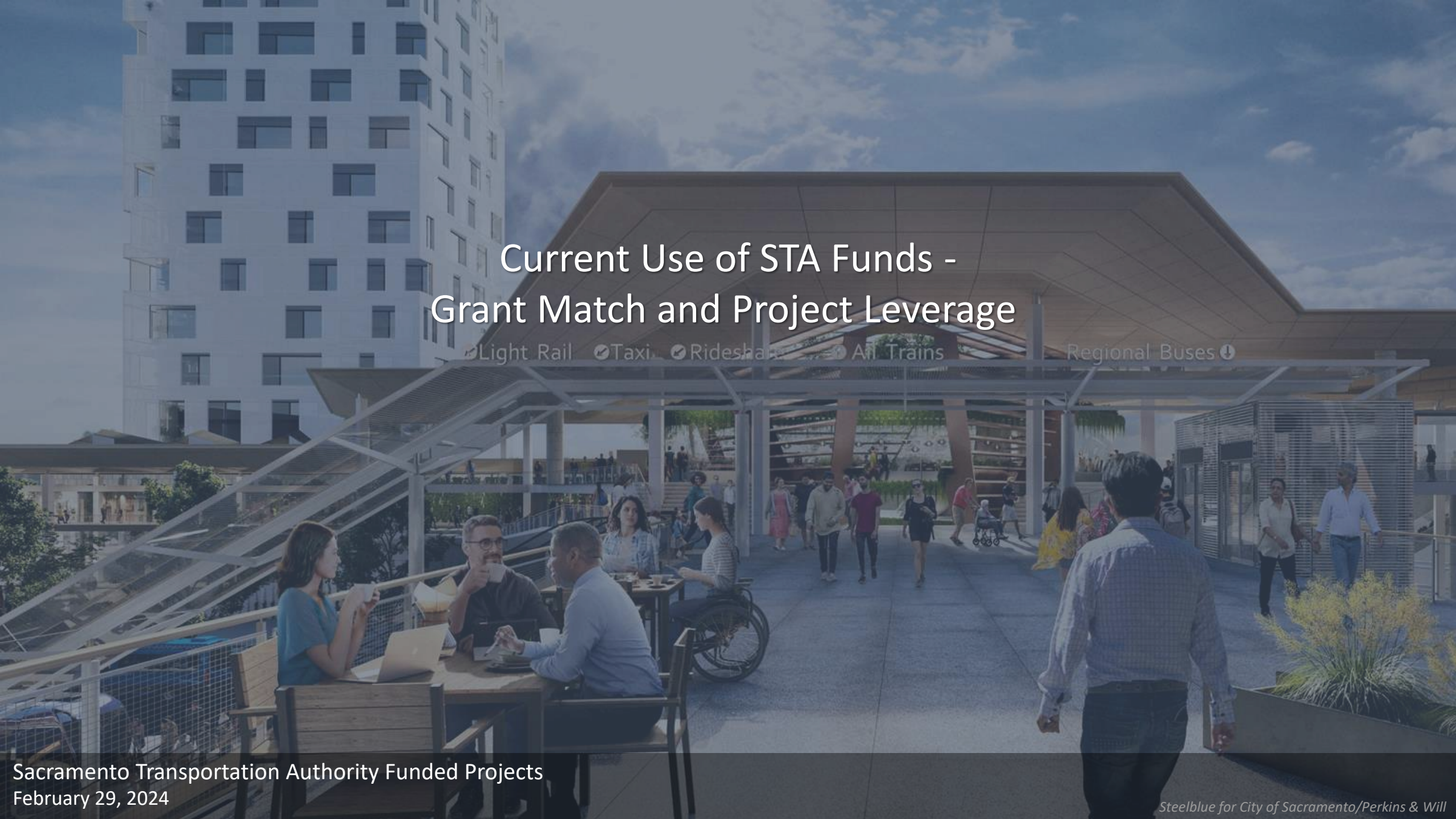
Link to
SVS Area Plan



Sacramento Transportation Authority Funded Projects

Phase 3 SVS Area Plan: Massing and Program Diagram (April 2021)

Current Use of STA Funds - Grant Match and Project Leverage



Sacramento Transportation Authority Funded Projects

February 29, 2024

Steelblue for City of Sacramento/Perkins & Will

SVS/Railyard North Entrance – Construction Start 2024

#1 - Repositioning LRT and New Vehicle Access

#2 – Regional Bus Mobility Center – Connections to Passenger Rail System

#3 – Relocate I-5 Ramp to Extend 3rd Street with direct bus access to I-5 (north & south)

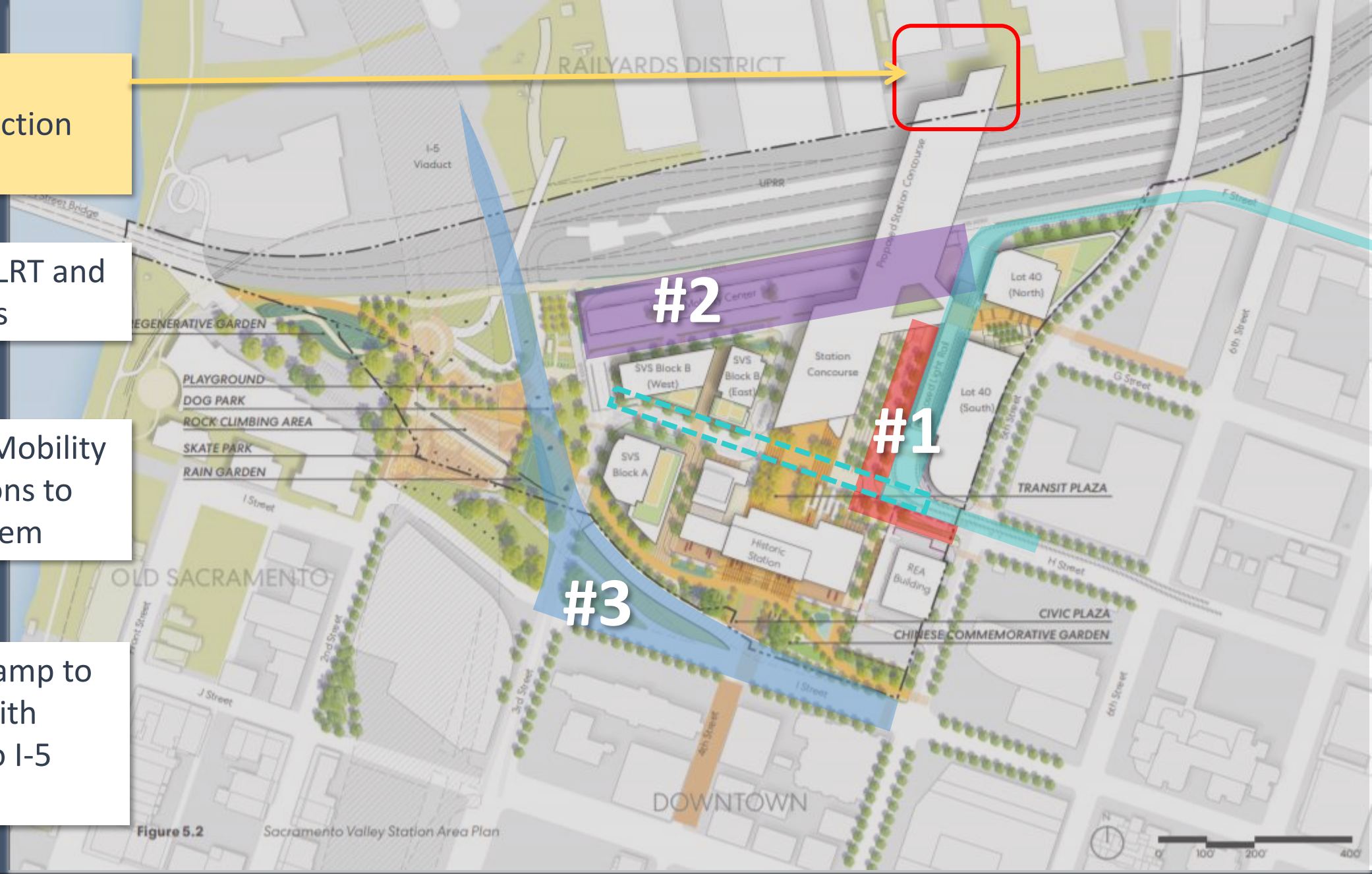


Figure 5.2 Sacramento Valley Station Area Plan

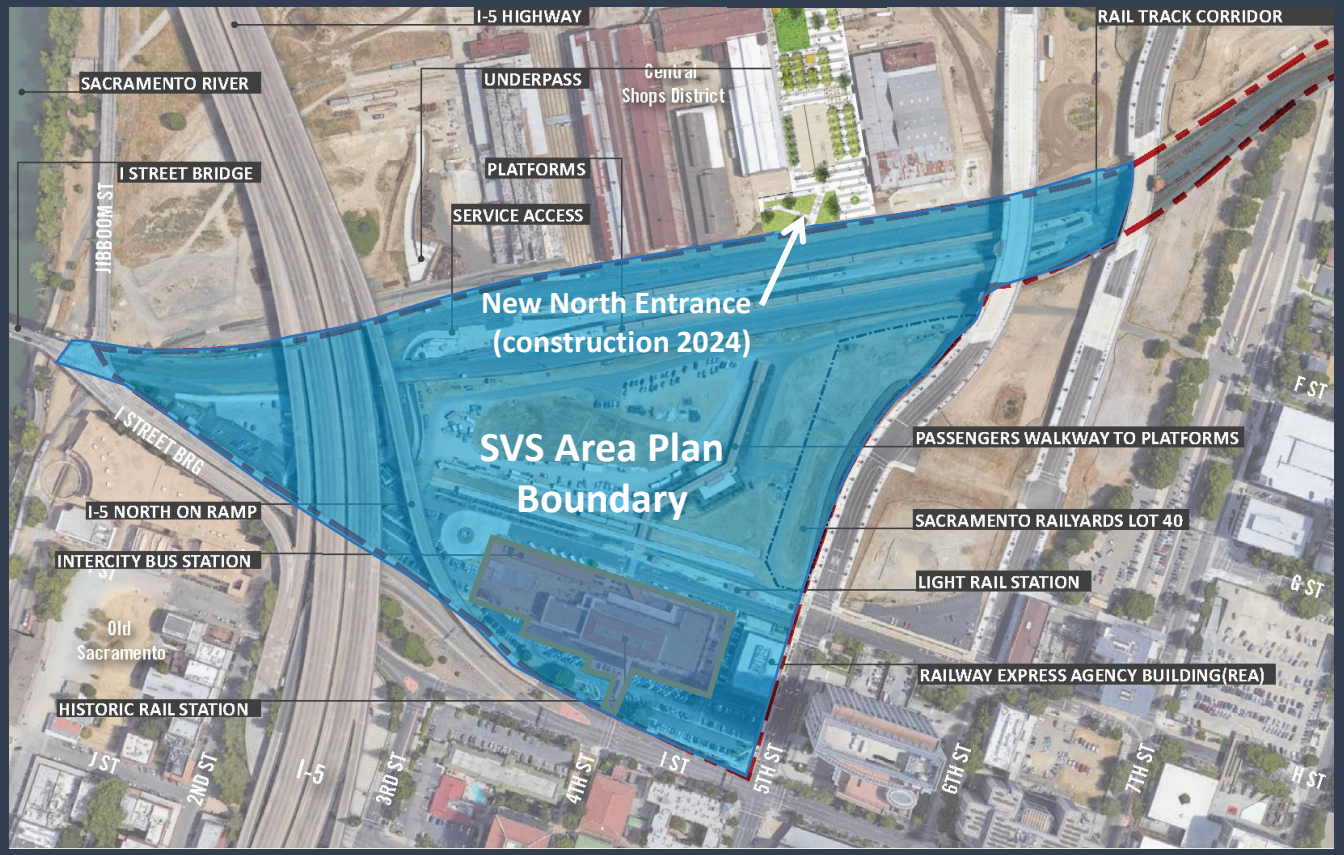
SVS-RAILYARDS NORTH ENTRANCE

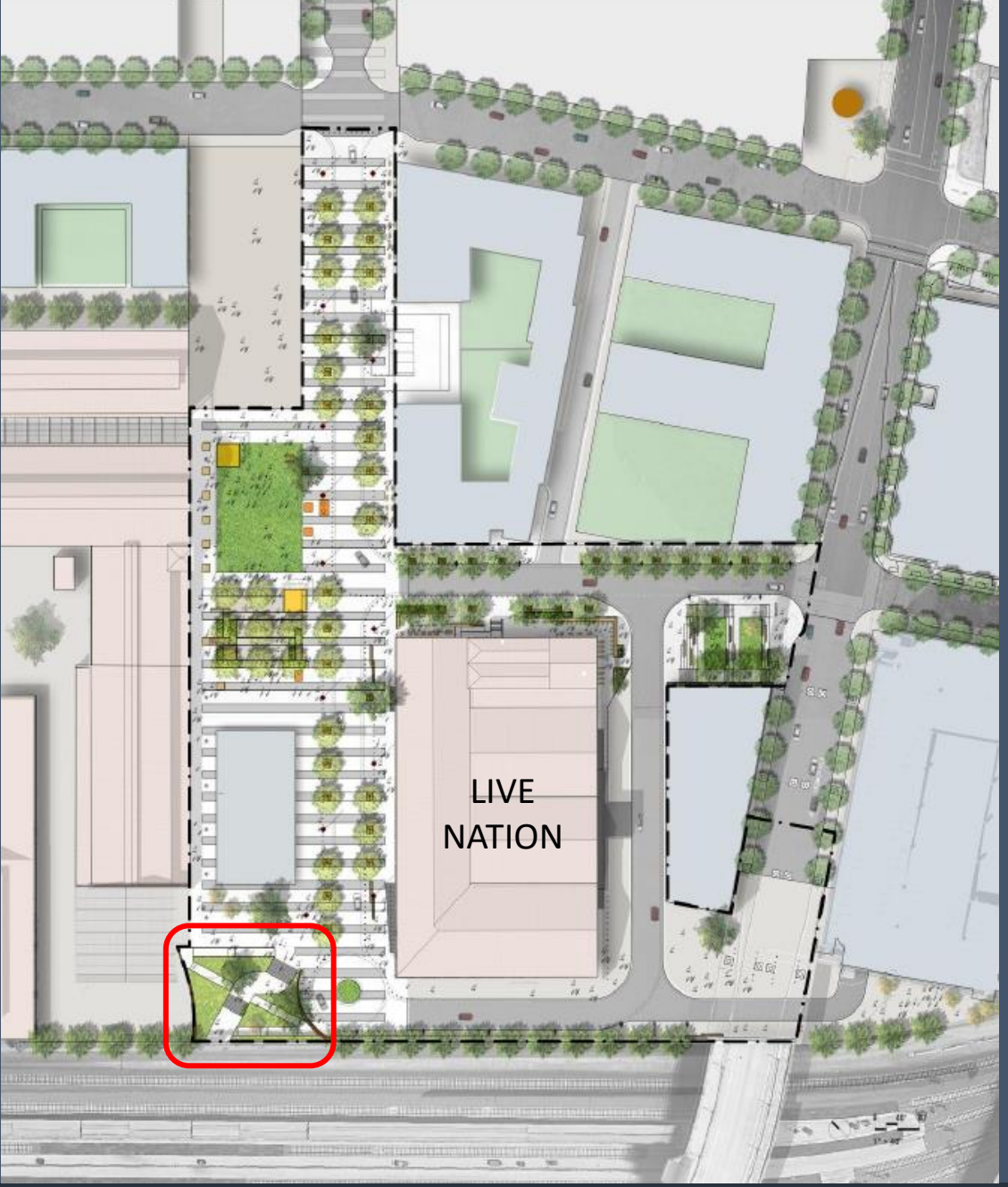
Sacramento Transportation Authority Funded Projects

SVS-Railyards North Entrance – Area Plan

2021- 2025 **SVS – Railyards North Entrance Construction**- funded by the State Transit & Intercity Rail Capital Program (TIRCP) grant

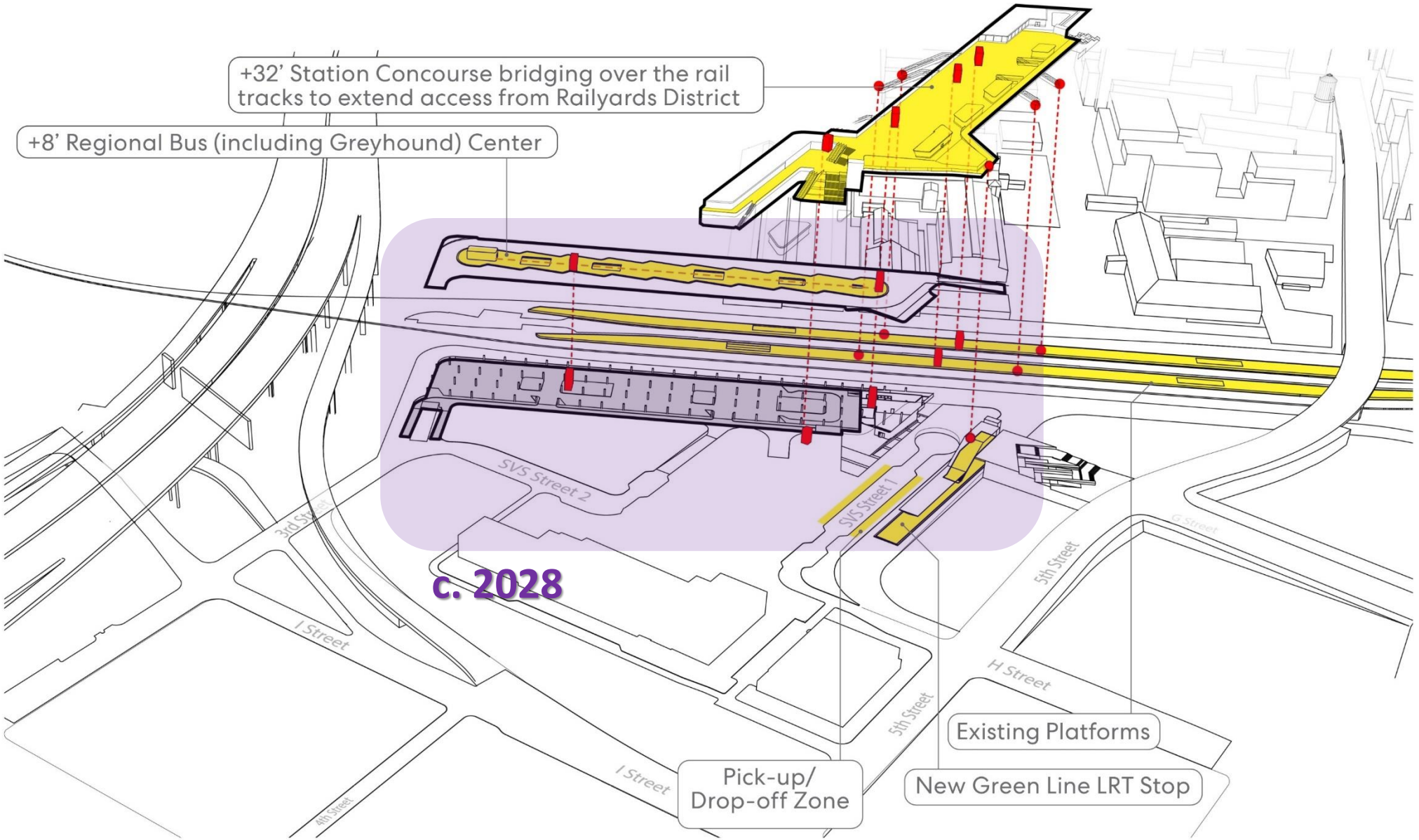
Funds Leveraged: $3.149 M TIRCP / $75k Measure A

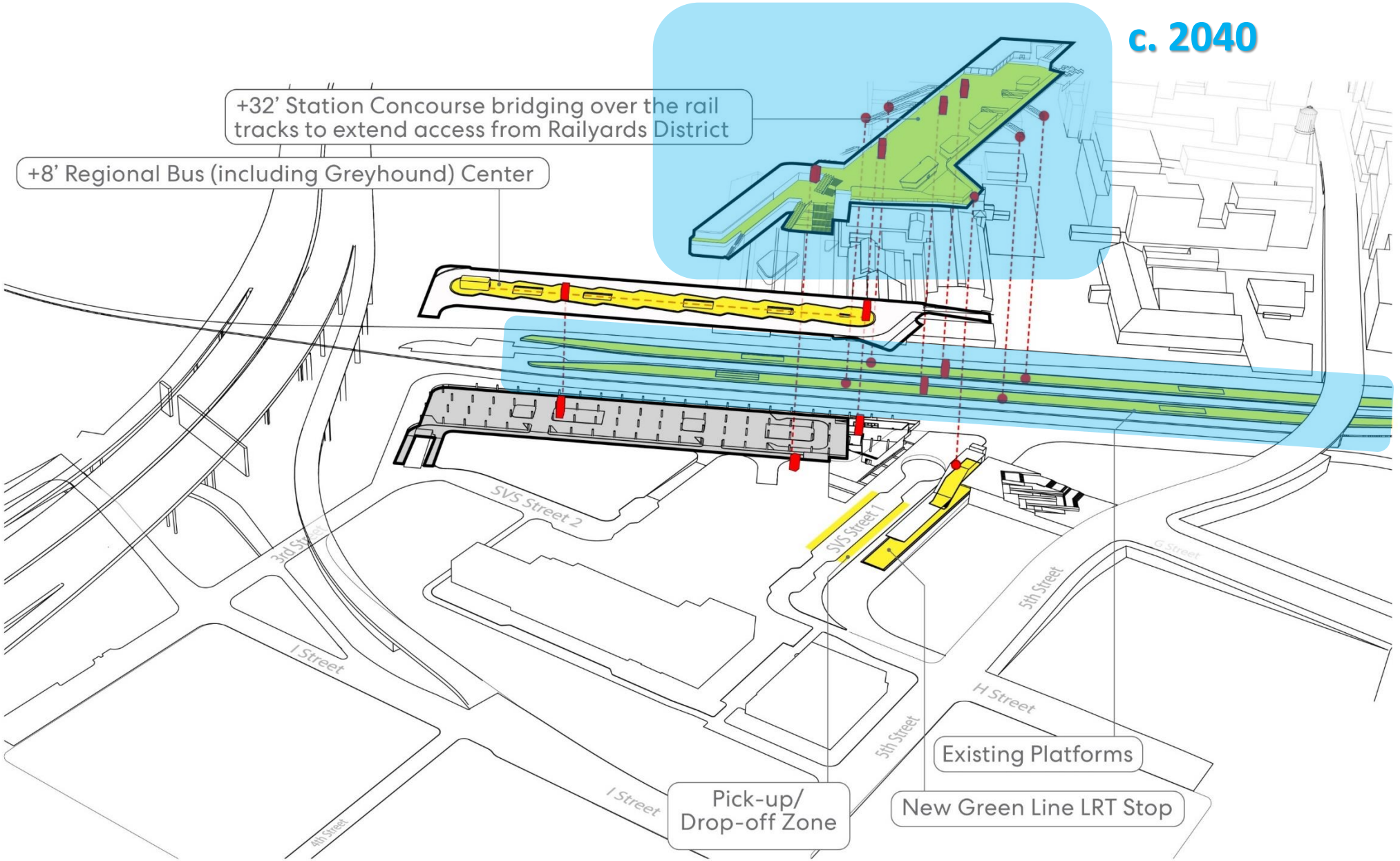




SVS North Entrance Steve Cohn Passageway to Railyards Central Shops Plaza

REGIONAL BUS MOBILITY HUB
NEPA REVIEW


+32' Station Concourse bridging over the rail tracks to extend access from Railyards District
+8' Regional Bus (including Greyhound) Center
c. 2028
SVS Street 2
SVS Street 1
3rd Street
I Street
5th Street
H Street
G Street
4th Street
Existing Platforms
New Green Line LRT Stop
Pick-up/ Drop-off Zone

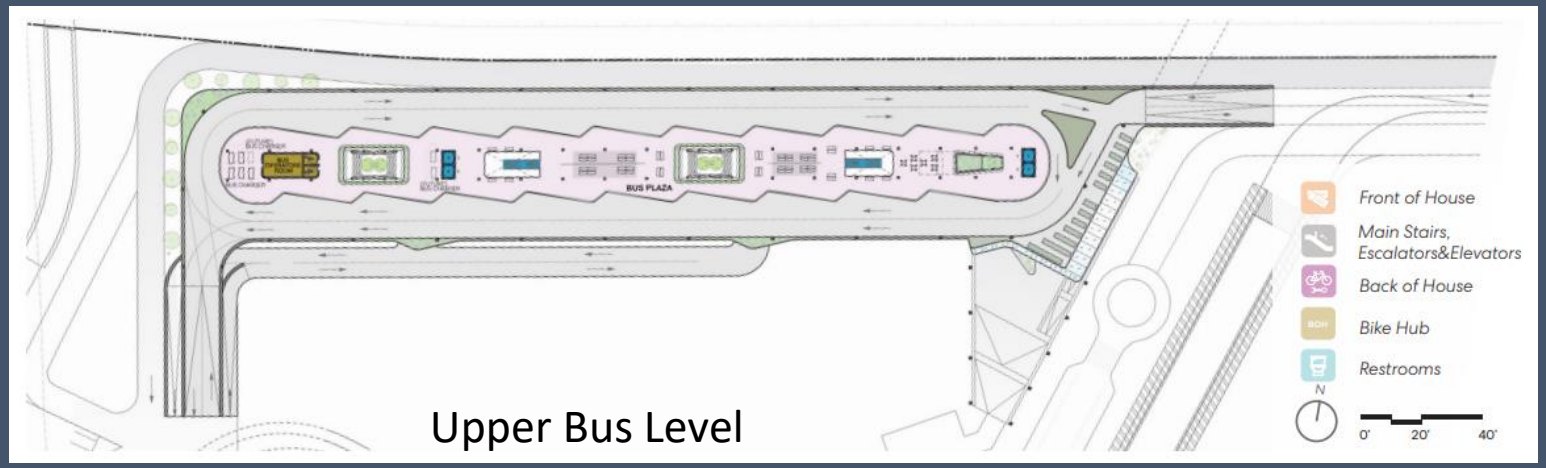


Sacramento Transportation Authority Funded Projects

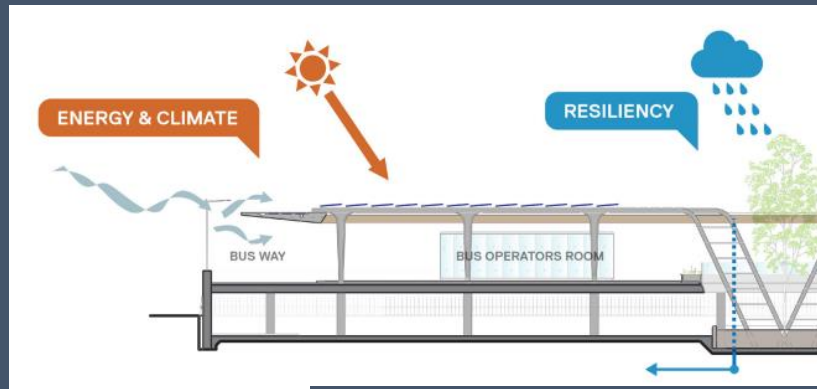
SVS Regional Bus Mobility Hub – Concourse Design in future phase upon need for expanded capacity. Estimate year 2040

2021- 2028 **SVS – Regional Bus Mobility Hub** funded by the State Transit & Intercity Rail Capital Program (TIRCP) grant – additional federal funds needed

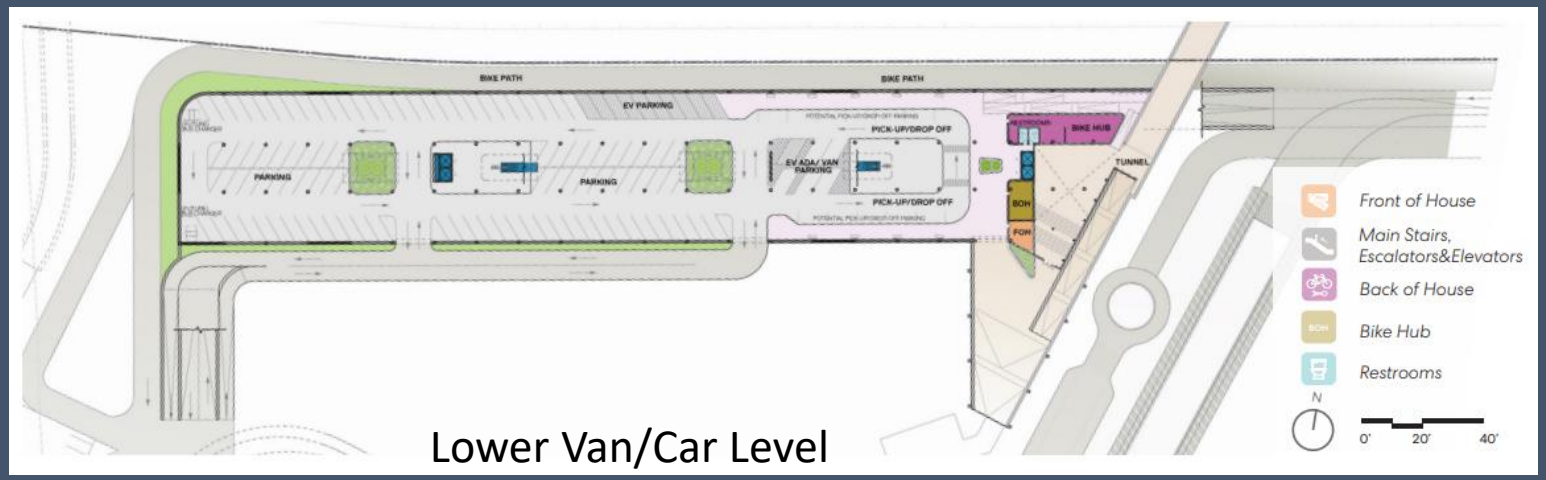
Estimated Total Project Cost $120M Current Funds Secured Const: $26.745 M (TIRCP)
Design/Federal Enviromental Full Funding $6.436M (TIRCP) / $62.5k Measure A



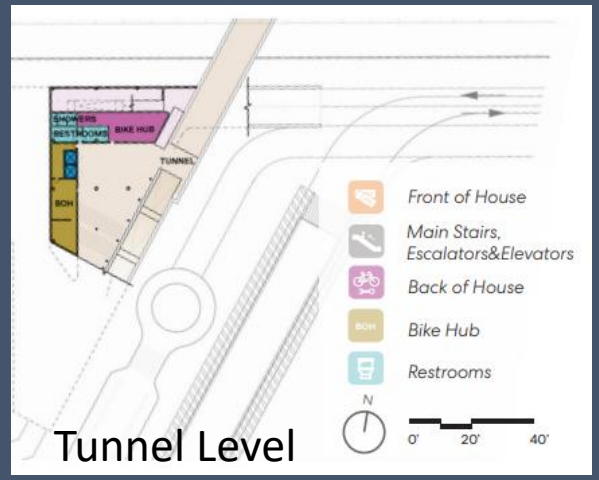
Upper Bus Level



Cross Section



Lower Van/Car Level



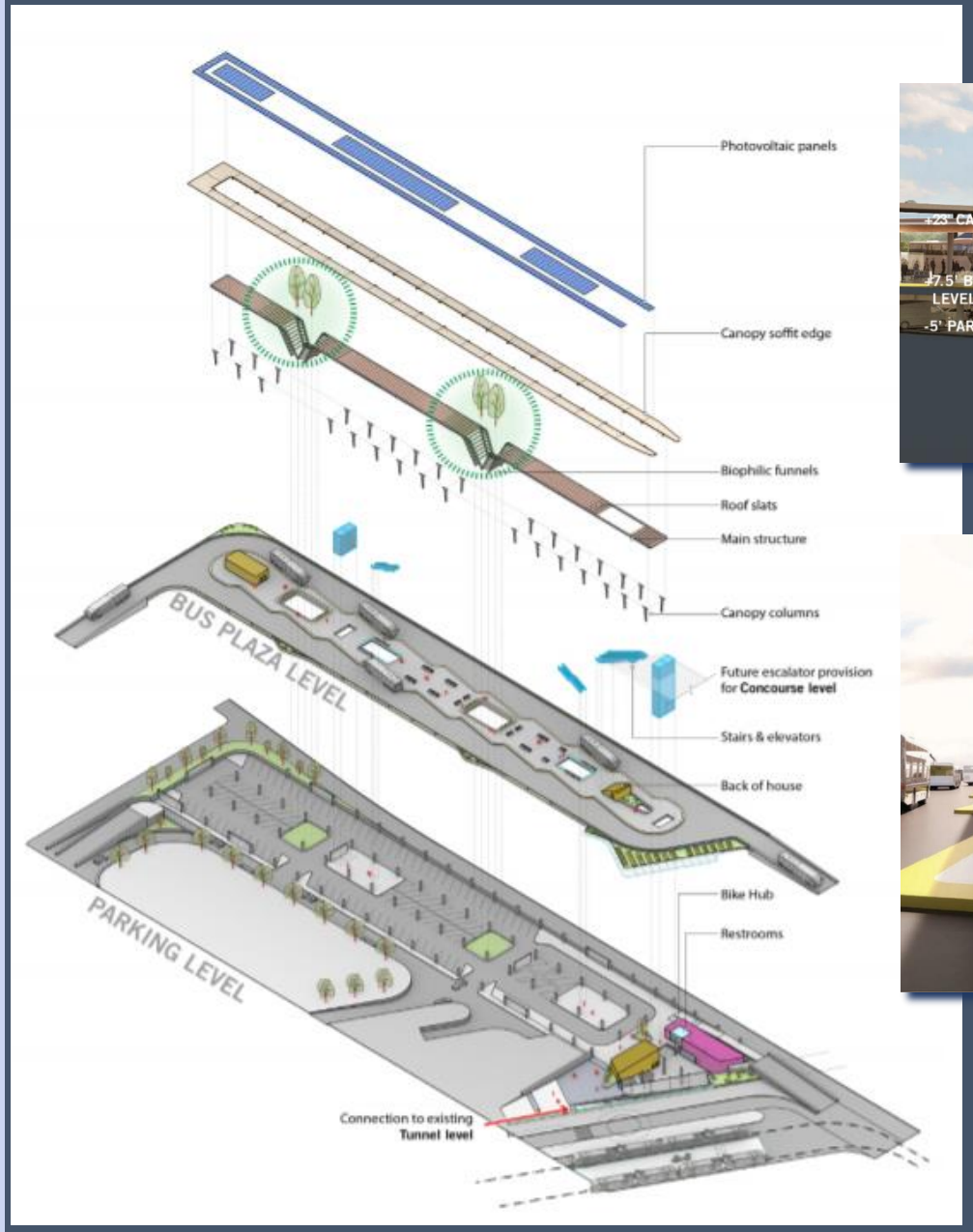
Tunnel Level

Bus Mobility Center

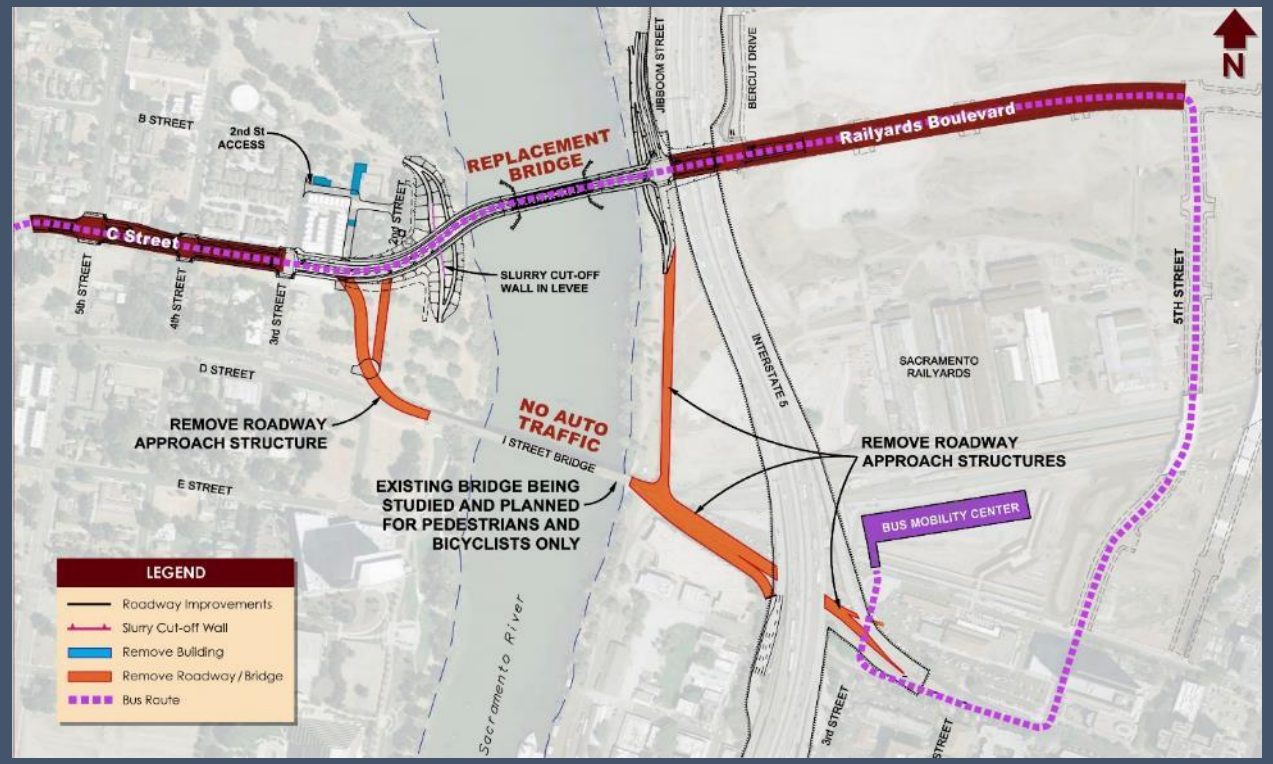
The Bus Mobility Center(BMC) will provide 18 bus bays in an island configuration for inter-city and regional buses that can accommodate fleets that are up to 45' in length. Ten of these bays will initially offer EV charging, with the necessary conduit integrated to allow for all bays to provide fleet electrification in the future. The Bus Mobility Center connects several transit modes – intercity bus, regional buses, heavy rail, light rail, vehicular drop-off and pick-up with limited parking, and a network of pedestrian and bicycle paths. The Center should not rely on other development to activate the area or optimize intermodal transfers; it shall be able to stand on its own as an inviting and complete transit center.

The facility offers the Area Plan Area's only public parking facility, that will also provide electric vehicle charging capability that can be scaled to private vehicle parking and car-share parking, with a potential for a future hub for autonomous vehicle servicing hub. The BMC is also programmed for a significant Bike Hub with associated bike retail and a repair shop, public restrooms, and staff facilities such as showers and lockers. These program areas should be located at the facility's lower level (-5') while the Bus Plaza with its amenities for waiting and Bus Operators' Break Room should be positioned one level above (+8').

Refer to Figure 6.21 for Bust Mobility Center programs and levels.

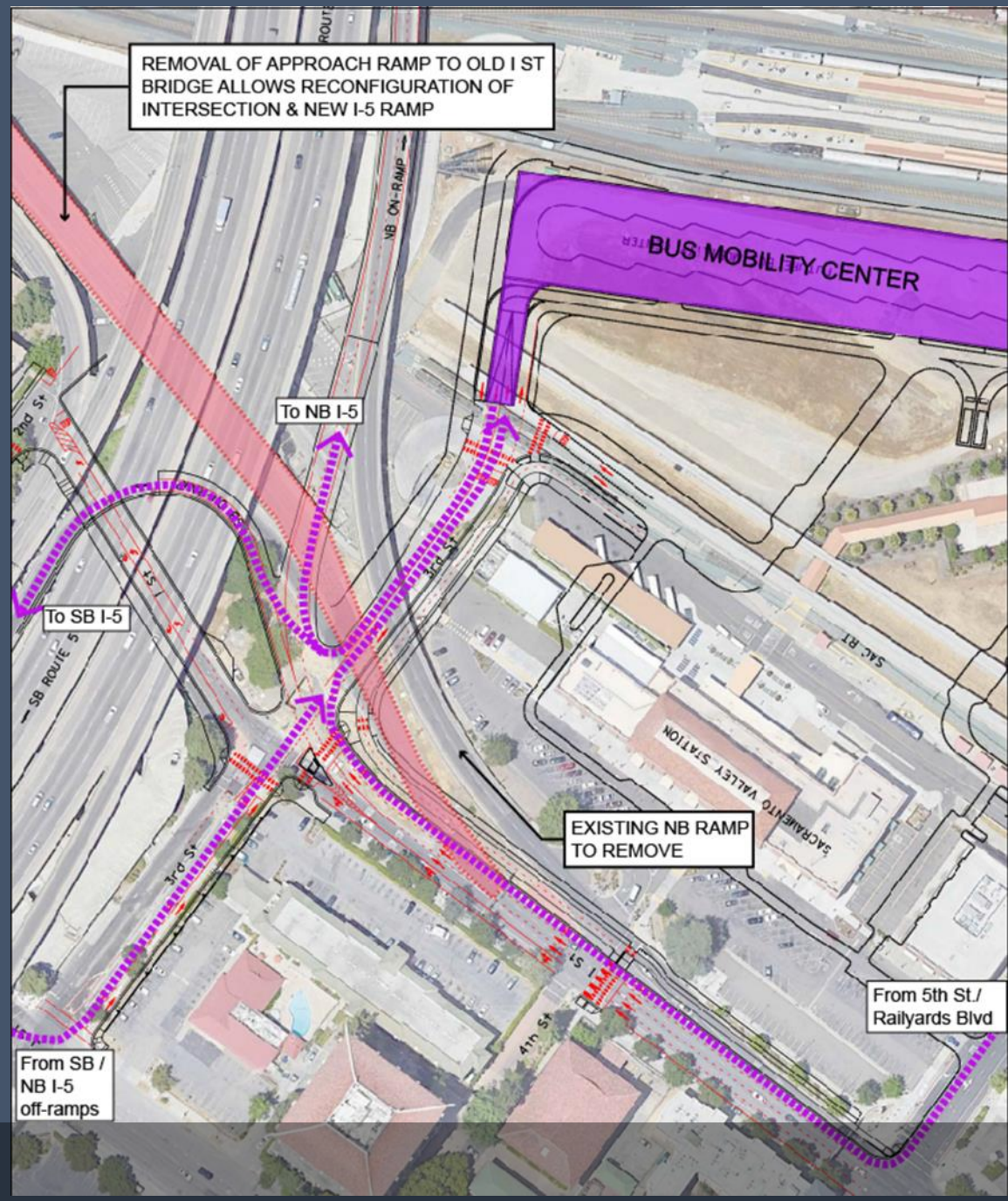


WESTSIDE ACCESS PROJECT
Northbound I-5 Ramp Relocation and 3RD Street Extension to SVS



PROJECT STUDY REPORT (PSR) FUNDED BY 2020 TIRCP (STATE FUNDS - Complete Summer 2024)

#3 I-5 RAMP RELOCATION & 3rd ST ACCESS PROJECT (pursue FEDERAL FUNDS)



Sacramento Transportation Authority Funded Projects

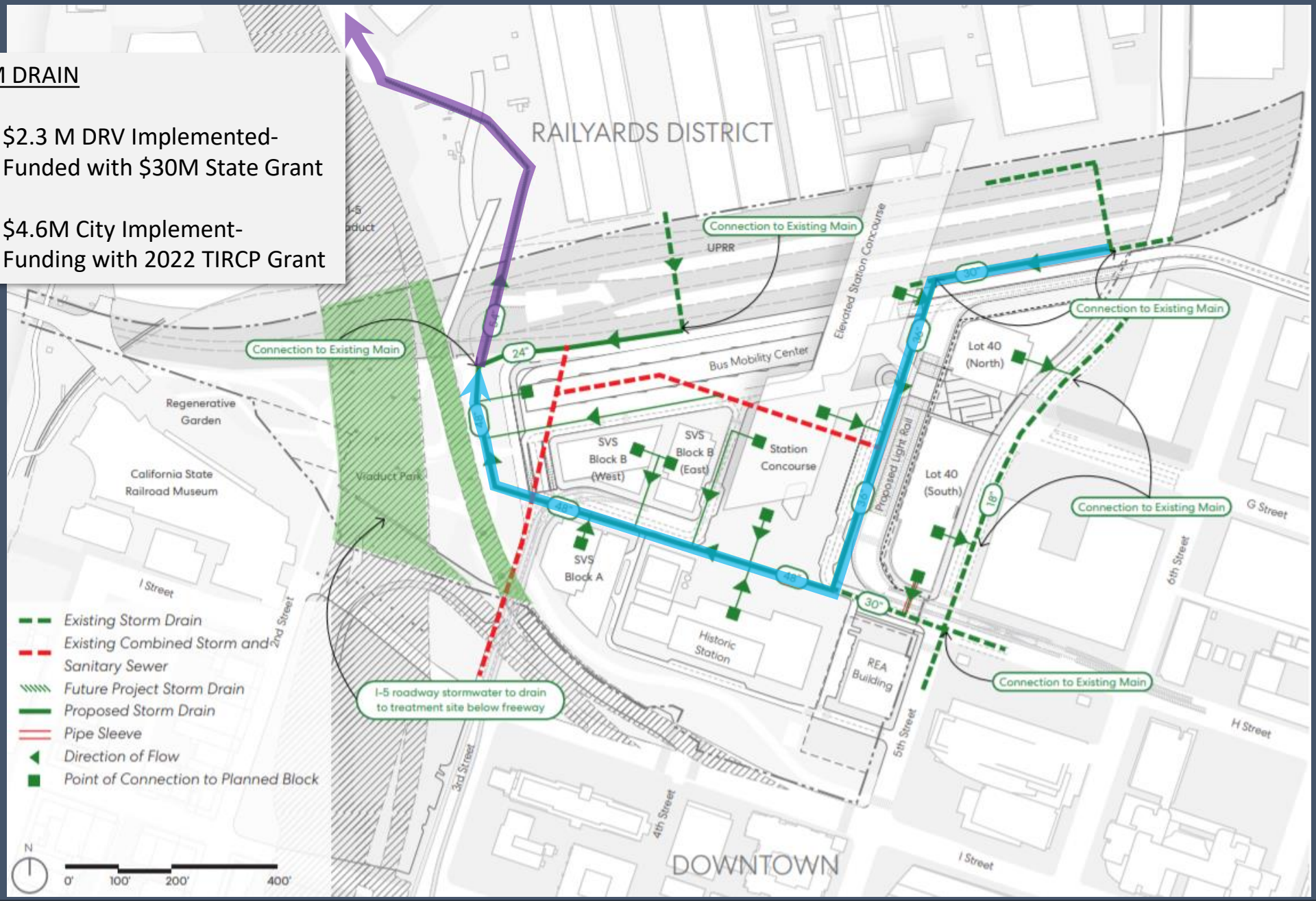
Project made possible by the removal of approach structures-I Street Bridge Replacement

SVS STORM DRAINAGE LINE

SOTA STORM DRAIN

$2.3 M DRV Implemented-
Funded with $30M State Grant

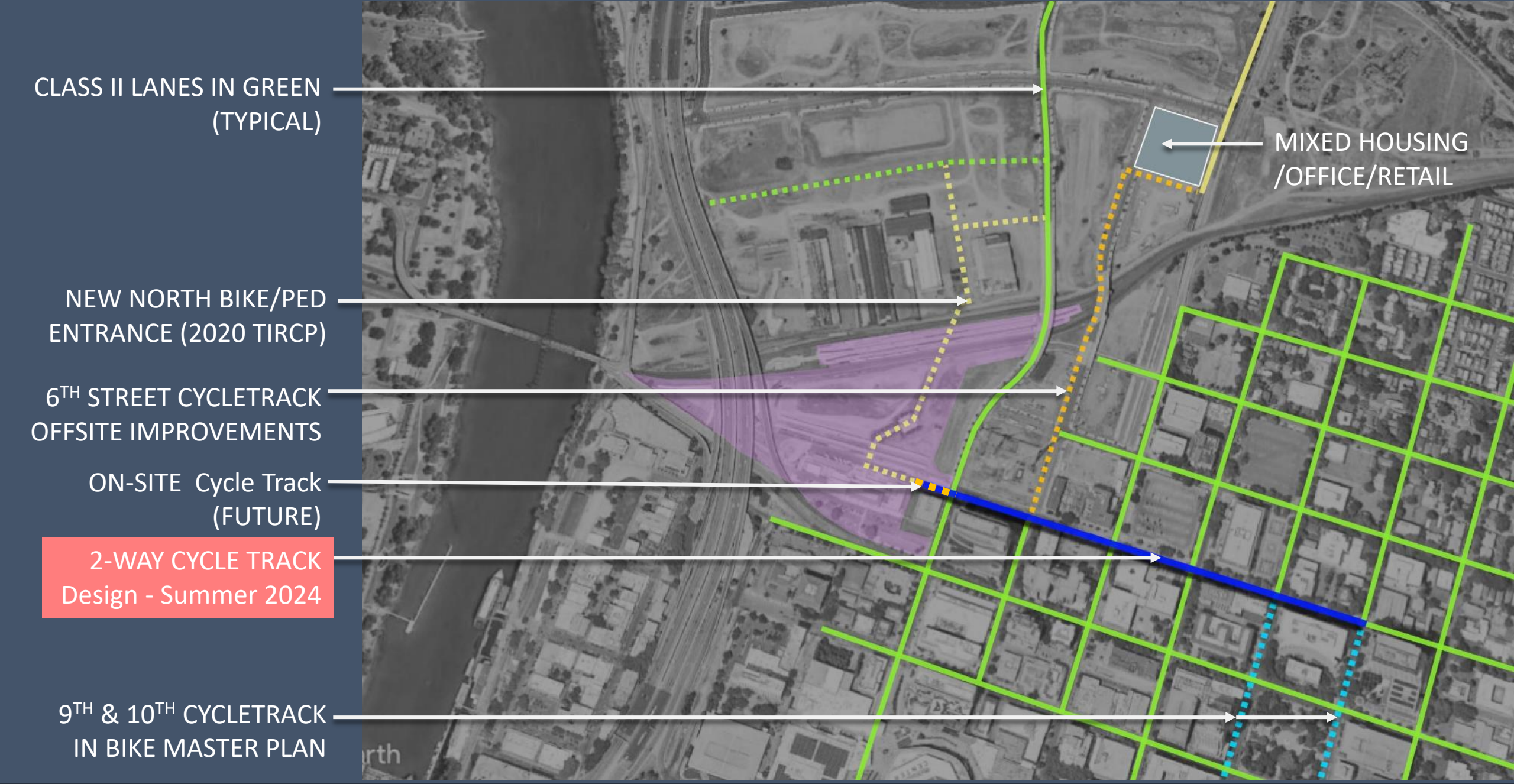
$4.6M City Implement-
Funding with 2022 TIRCP Grant



Sacramento Transportation Authority Funded Projects

Storm Drain Line will eliminate two remaining stormwater detention basins to allow construction of RBMH and future housing on SVS site and adjacent property

H STREET CYCLE TRACK – ON STREET
(5TH STREET TO 10TH STREET)



Sacramento Transportation Authority Funded Projects

H Street Cycle Track provides direct bike access to/from SVS and intersects with critical north/south routes

SVS REGIONAL COMMUTER BUS STOPS

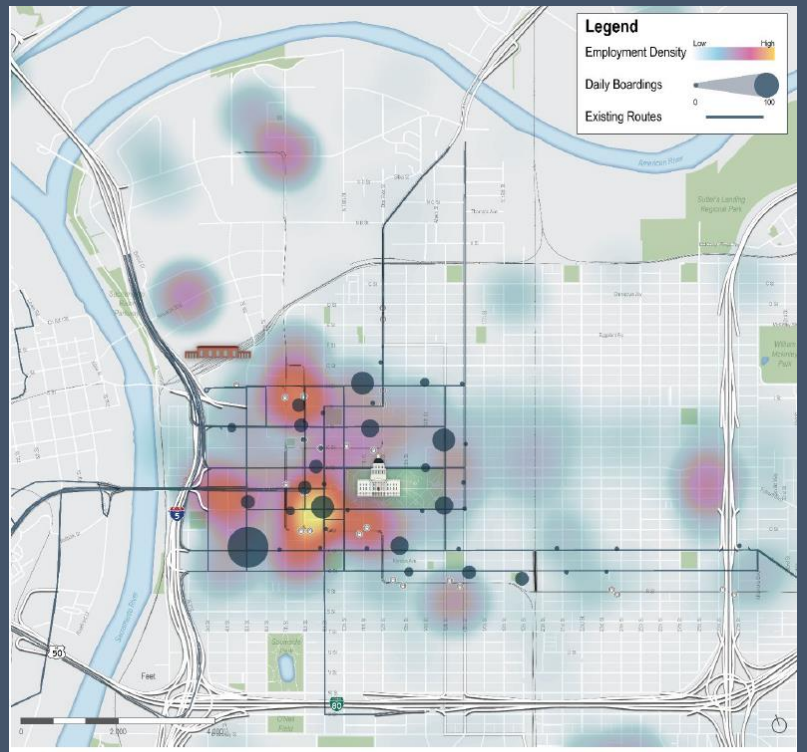


Figure 2 - Existing Regional Bus Routes and Stops: Activity and Employment Density

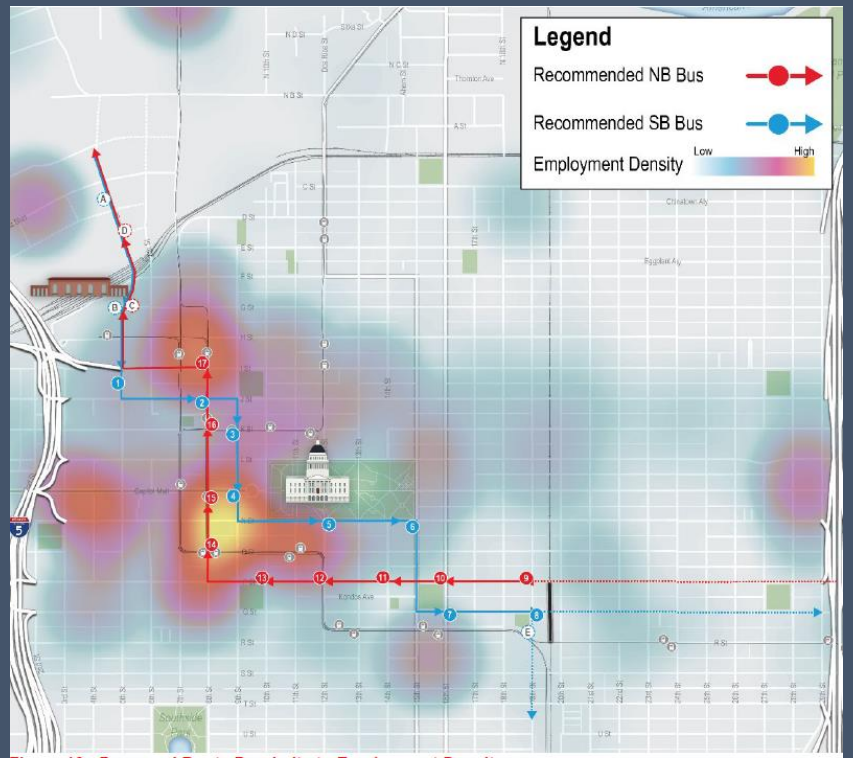


Figure 12 - Proposed Route Proximity to Employment Density

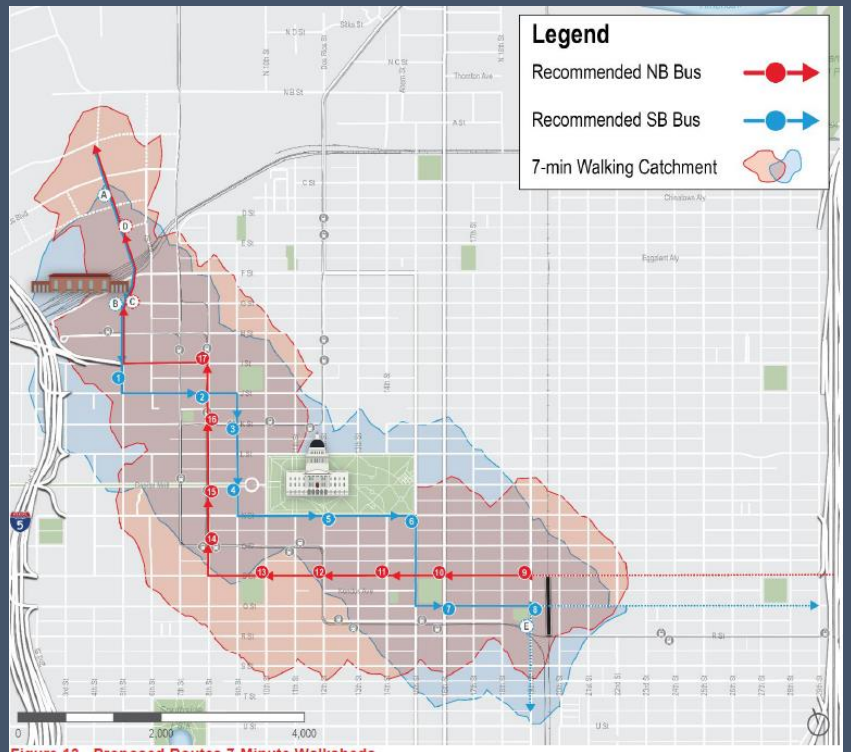


Figure 13 - Proposed Routes 7-Minute Walksheds

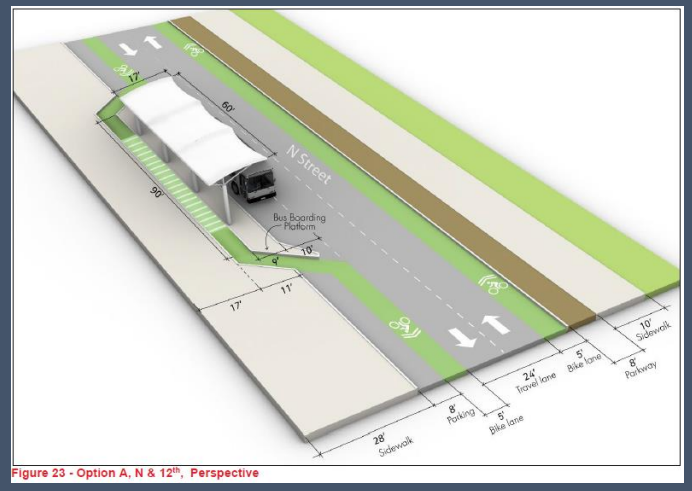


Figure 23 - Option A, N & 12th, Perspective

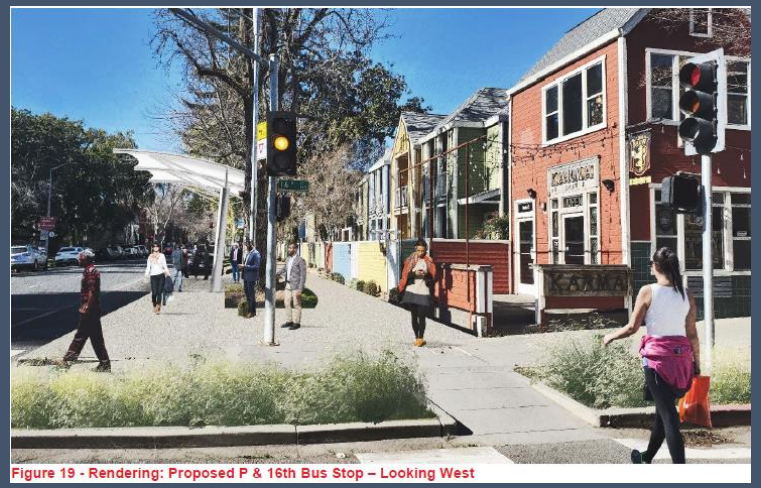


Figure 19 - Rendering: Proposed P & 16th Bus Stop – Looking West

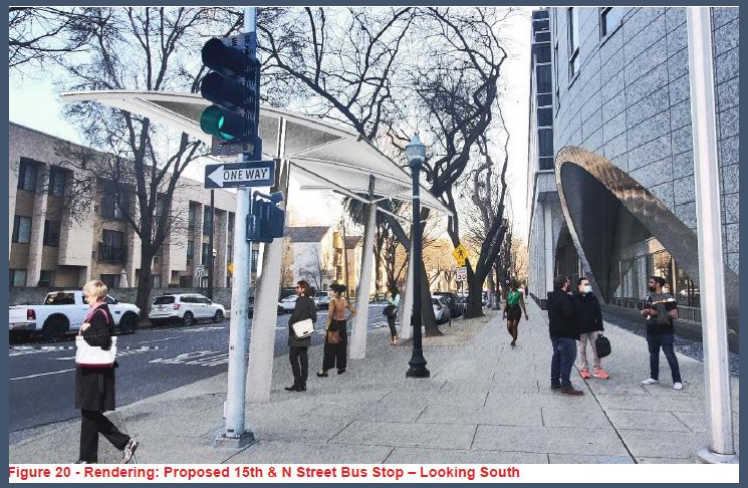


Figure 20 - Rendering: Proposed 15th & N Street Bus Stop – Looking South

PRE-PROPOSAL MEETING – Request for Proposals - SVS Regional Commuter Bus Stops (PlanetBids #P241519201017)

SVS Regional Commuter Bus Stops: SACOG study report showing existing and proposed patterns with 7-minute walk areas.

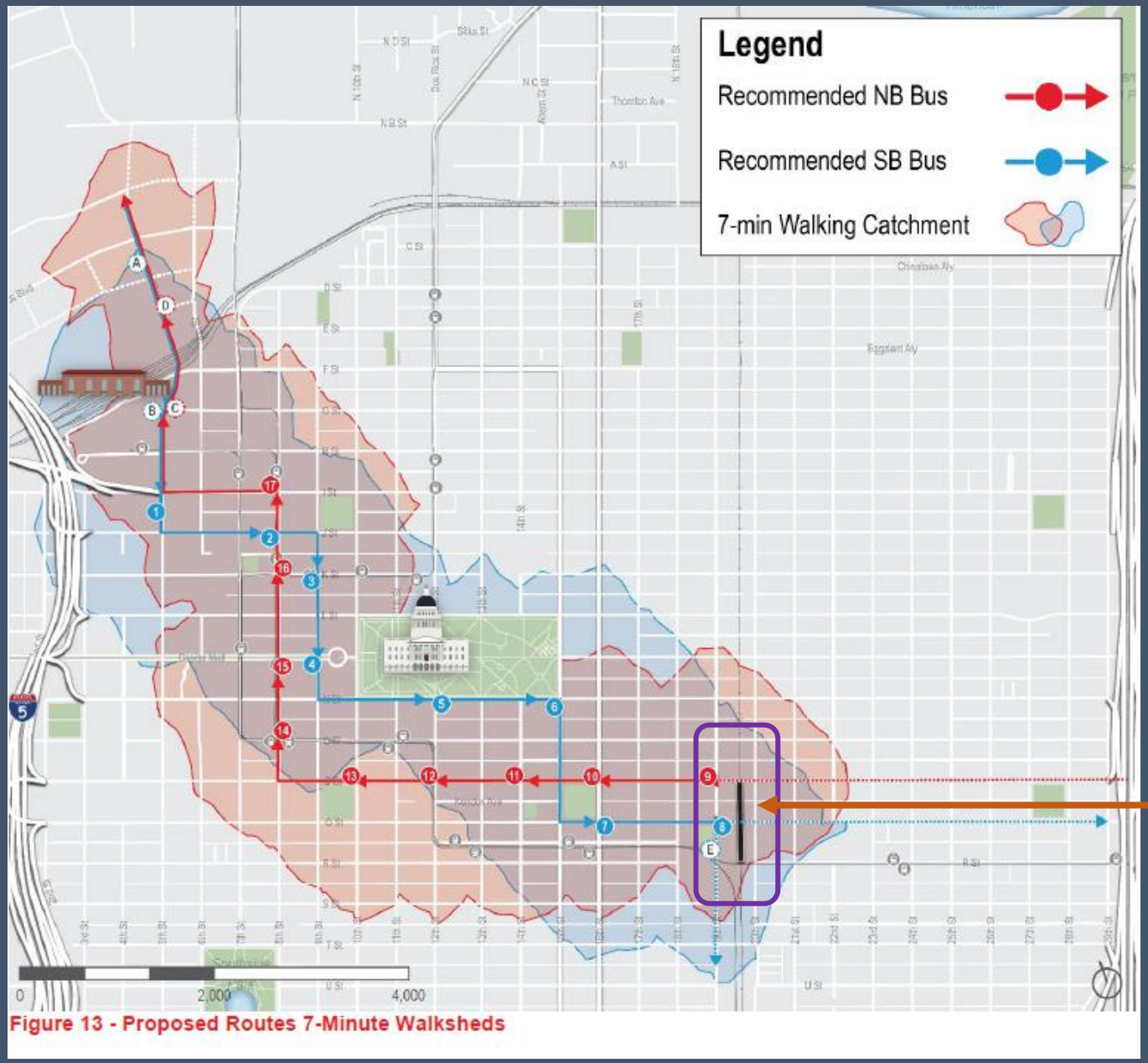
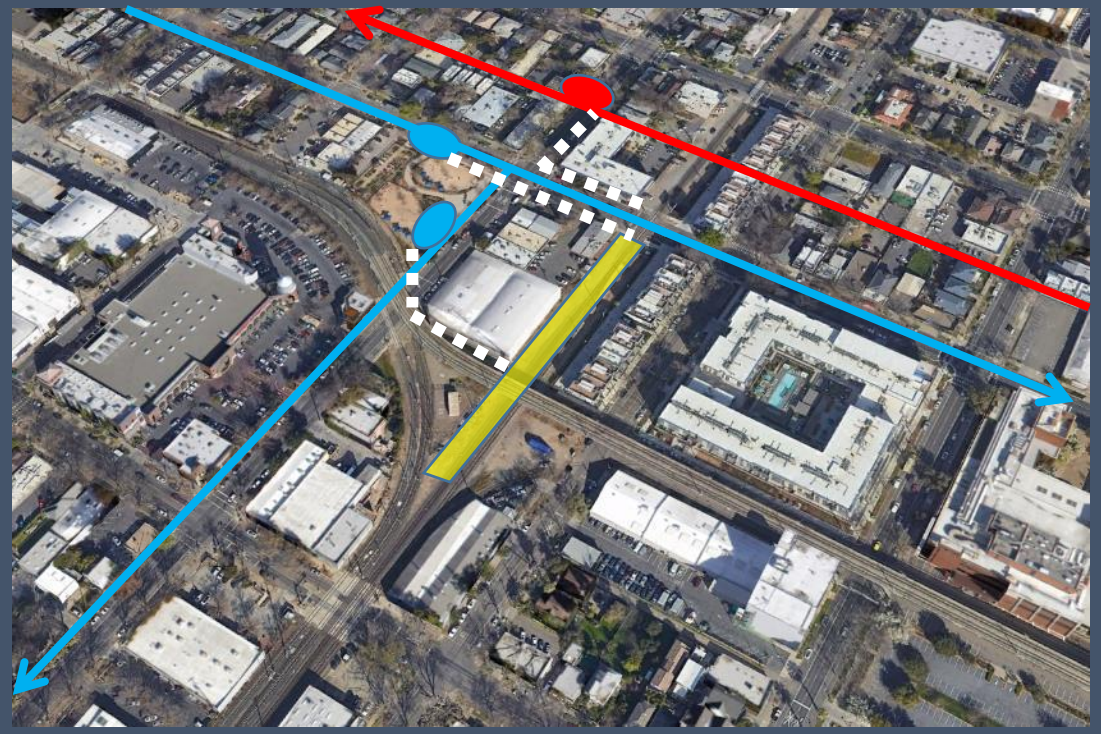


Figure 13 - Proposed Routes 7-Minute Walksheds



Sacramento Transportation Authority Funded Projects

SVS Regional Commuter Bus Stops: SACOG study report showing area served near future Valley Rail Station (ACE and San Joaquin services) at 19th & Q

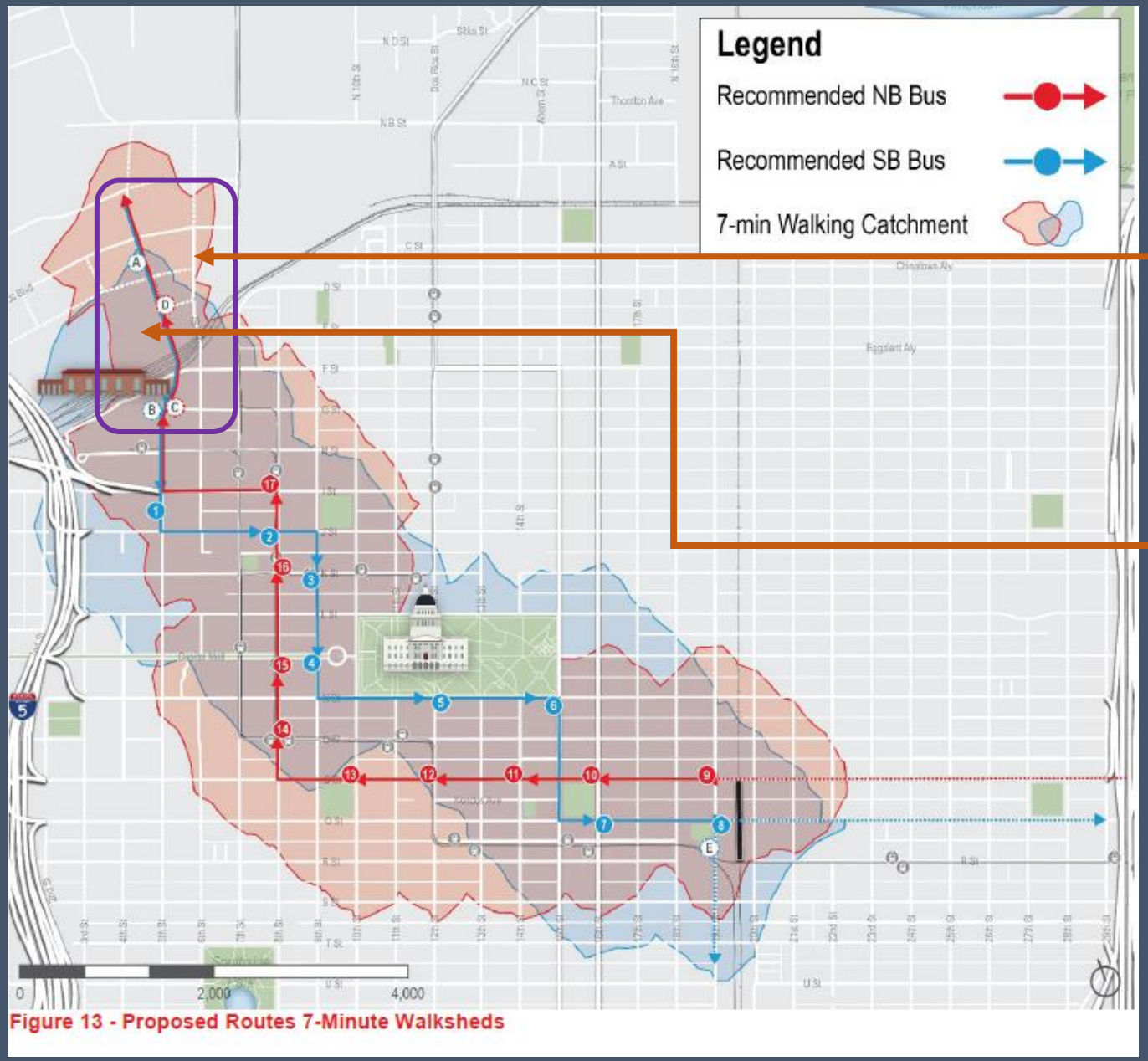


Figure 13 - Proposed Routes 7-Minute Walksheds

The AJ – 345 units. Completion Summer 2023

Central Shops Plaza/Live Nation.
Completion Spring 2025

Sacramento Transportation Authority Funded Projects

SVS Regional Commuter Bus Stops: SACOG study report showing area served near new development in the Railyards between Railyards Blvd and the rail tracks.

SVS REGIONAL COMMUTER BUS STOPS
5TH STREET CONNECTOR

RICHARDS / I-5 INTERCHANGE

FUTURE 5TH STREET EXTENSION

CONNECTION FROM RAILYARDS TO NORTH B STREET NEEDED TO ACCESS FREEWAY

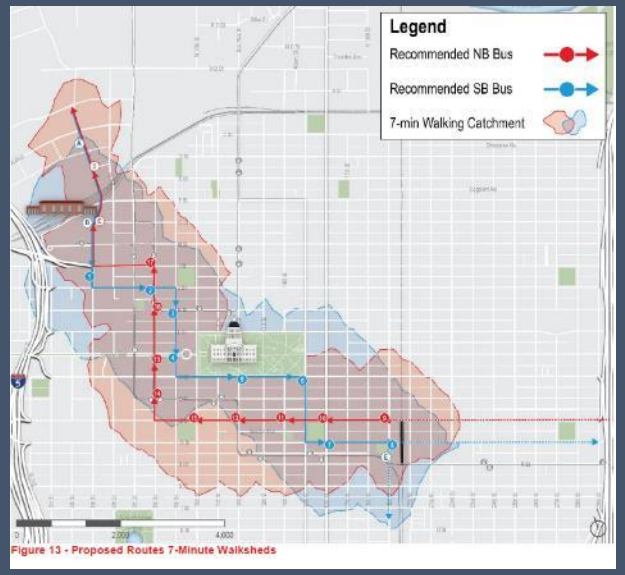
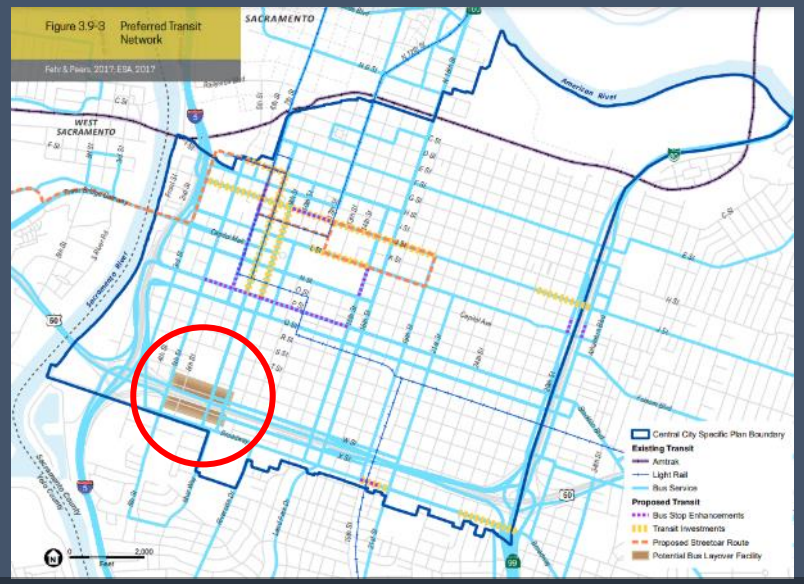


Figure 13 - Proposed Routes 7-Minute Walksheds

Sacramento Transportation Authority Funded Projects

SVS Regional Commuter Bus Stops – 5th Street Connector: Area Plan. Construction anticipated Summer 2025

SVS REGIONAL COMMUTER BUS LAYOVER & EV CHARGING



Sacramento Transportation Authority Funded Projects

SVS Regional Commuter Bus Layover & Electric Bus (Vehicle) Charging: Plans and rendering views

City of Sacramento TIRCP Grant Awards 2020-2023

		State TIRCP	STA Funds Committed	State TIRCP TOTALS	GAP STATE & FEDERAL	
2000				**$3,694,000**		
	Northbound I-5 Ramp Reconfiguration & 3rd Street Extension Study	$500,000	$250,000		**$12,000,000**	TIRCP SPRING 2024 ENVIRONMENTAL & DESIGN
	SVS-Railyards North Entrance	$3,194,000	$75,000			
2022				**$42,541,990**		
	SVS PUDO (Pick-up/Drop-off)	$2,098,000	$31,250			
	SVS Storm Drain Line	$4,497,000	$62,500			
	Regional Bus Mobility Center Engineering Design & Environmental (NEPA)	$6,436,000	$62,500			
	H Street Cycle Track (10th Street to SVS)	$9,661,000	$125,000			
	SVS Regional Commuter Bus Stops (Capital Improvements)	$9,000,000	$125,000			
	X Street Regional Bus EV Charging Facility (Capital Improvements)	$3,593,990	$31,250		**$10,000,000**	EPA CLIMATE POLLUTION REDUCTION GRANT
	X Street Regional Bus Facility EV Charging Infrastructure	$2,600,000	$125,000			
	Regional (SACOG) Bus Stops 5th Street & North B Tie-in	$4,656,000	$62,500			
2023		**$46,235,990**	**$950,000**	**$26,745,000**		
	Regional Bus Mobility Center - Construction	$26,745,000			**$100,000,000**	SB1 w/ SacRT, RAISE, MEGA
TOTAL TIRCP 2020-2023 FUNDING				**$72,980,990**		
TOTAL FUNDING PURSUIT					**$122,000,000**	